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INSTRUCTION SHEET

1/48

11159-NAV1

Red Tails & Co.

Mustangs of the 15th Air Force

by Vladimír Šulc

The 15th Air Force was formed at the end of 1943 in Tunisia as the main part of the USAAF strategic component in the Mediterranean Theater of Operations. The first 15th Air Force commander was Major General James Doolittle who until then commanded the 12th Air Force.

The 15th Air Force resulted from the large reorganization of the Allied Air Forces part of which was the establishment of the Mediterranean Allied Air Force (MAAF) on December 10, 1942, led by Air Chief Marshal Sir Arthur Tedder. In the middle of February 1944, Lieutenant General Ira Eaker was named commander of MAAF as ACM Tedder was commissioned to command the Allied Air Force earmarked for Operation Overlord. Three main air components were put under MAAF command: MASAF (Mediterranean Allied Strategic Air Force) led by Major General Nathan Twining, MACAF (Mediterranean Allie Coastal Air Force) led by Air Vice Marshal Hugh Lloyd and MATAF (Mediterranean Allied Tactical Air Force) led by Major General John K. Cannon. At the same time MASAF was the southern component of the U.S. Strategic Air Force, Europe (USSTAF). As of January 4, 1944, the 15th Air Force was fully transferred under MAAF and MASAF command.

The 15th Air Force was formed from the heavy bombing groups equipped with four-engined B-24 Liberator and B-17 Flying Fortress heavy bombers transferred from 12th and 9th Air Forces. During the first weeks of its existence however the 15th AF inventory comprised also several bombing groups equipped with the B-25 Mitchell and B-26 Marauder medium bombers which later returned under the 12th AF command. At the time when the combat activities commenced in November 1943, there were six bombing groups under 15th AF command. The fighter cover was provided by four fighter groups: 1st FG, 14th FG and 82nd FG equipped with P-38 Lightnings and 325th FG equipped with P-47 Thunderbolts. As of December 1, 1943, the 15th AF HQ was located in Bari, southern Italy.

The main goal of putting the 15th and 8th AF under USSTAF command was the coordination of the bombing operations over Germany. The 8th AF operations, conducted from the west out of Great Britain bases were to be coordinated with the 15th AF operations led from the south, out of the Italian bases. The daylight missions of both American Air Forces were supplemented by the RAF Bomber Command night operations.

15th Air Force in combat

The first 15th AF mission was the raid of 28 B-25s from 321st BG on the railway station in Rimini on November 1, 1943. The first continuous bombing campaign the 15th AF took part in was the support of the Anzio landing (Operation Shingle) which commenced on January 22, 1944. The first series of such coordinated raids, the operation Argument, was code-named "Big Week". It was executed during the week of April 20-25, 1944, and its goal was to cripple the German aviation industry and hamper the new aircraft supplies to the Luftwaffe.

On April 5, the "Fifteen" joined the Allied bombing offensive against the German fuel industry. In the opening stage of the offensive the 15th AF attacked the oil refineries in south-eastern Europe. From the end of October 1944, it joined the intense bombing of the synthetic fuel factories in Saxony, Czechoslovakia and Silesia. The 15th AF continued with these raids practically until the end of war.

In June 1944 the 15th AF bombed the railway infrastructure throughout the south-eastern Europe in support of the Soviet summer offensive in Romania. In the summer of 1944, the Austrian aviation factories in Wiener Neustadt were bombed. On June 2, the "Fifteen" flew its first "shuttle" mission when 130 B-17s escorted by P-51D landed on the Soviet-controlled territory having bombed the Hungarian targets. After refueling and rearming they returned to their home base in Italy. Altogether the 15th AF completed three of these shuttle missions. Starting in the summer of 1944 it also joined the support of the Yugoslav



Mustangs from all of 15th AF fighter groups captured in May 1945 over Dolomites. From front: Lt. Col. Ernest Beverly, CO of 325th FG; Col. Benjamin Davis, CO of 332nd FG; Col. Marion Malcolm, CO of 52nd FG; Col. William A. Daniel, CO of 31st FG.

partisans and in August it focused its efforts on supporting the Allied landings in southern France (Operation Dragoon). The 15th AF bombers attacked Marseille, Lyon, Grenoble and Toulon. In the fall the 15th AF resumed the raids on the fuel and military facilities and the transportation infrastructure in Central and Eastern Europe.

On March 24, 1945, the "Fifteen" flew its only raid on Berlin when its 666 bombers attacked the Third Reich's capital as well as Munich and other targets in Germany and Czechoslovakia. At the end of the war, in April 1945, the attacks concentrated on the railway infrastructure were conducted not only by bombers but fighters as well.

On April 25, the last large operation took place when 467 bombers hit the railway targets in Austria and interrupted the communications to Czechoslovakia. On May 1, the 15th AF flew its very last bombing mission when 27 B-17s escorted by 51 P-38s from 14th FG attacked the railway targets in the vicinity of Salzburg.

After the German surrender in Italy the 15th AF aircraft started to drop the supplies over Yugoslavia and repatriate the Allied POWs and its last mission took place on May 16, 1945. Altogether the 15th AF lost during its operations around 2110 bombers from its 15 B-24 and six B-17 groups while its seven fighter groups claimed a total of 1836 enemy aircraft destroyed. On September 15, 1945, the 15th AF was disbanded in Italy.

Fighter units of the 15th Air Force

Having reached its full inventory of the bomber and fighter groups in the beginning of 1944, the 15th AF included seven fighter groups. Three of them, 1st, 14th and 82nd Fighter Group flew P-38 Lightning till the end of war. Two of them, 325th and 332nd FG originally flew P-47D Thunderbolt however during 1944 they traded them for new P-51B/C and later D version. Another two units, 31st and 52nd FG flew P-51B/C from the beginning of their operations within the 15th AF. Later they were re-equipped with the D version. This model kit is dedicated to the fighter units flying P-51D Mustang within the 15th AF therefore the further text focuses on the relevant four fighter groups.

31st Fighter Group

The unit was formed from the pre-war 31st Pursuit Group USAAC. In January 1942 it was re-equipped with P-39 Airacobra in New Orleans and in June the unit was transferred by sea to Great Britain where it was equipped with the British Spitfire Mk.Vb fighters. On August 16, under the RAF operational command, these units flew their first sortie, Circus 204 over Lille and on August 19 another one in the operation Jubilee, landing at Dieppe. On September 14, the 31st was ordered under the authority of the XII Fighter Command USAAF, transferred to Gibraltar and attached to the invasion forces ready for Operation Torch, landing in North Africa, in which it took part from the first day, November 8, 1942. In North Africa the unit flew fighter escorts and the air cover for the ground units until the surrender of the Italian and German troops in Africa in May 1943. Afterwards, in June, the unit took part in the Sicily landing (Operation Husky) and in September the Operation Avalanche, landing at Salerno. Then it transferred to the airport in Italy, continued flying combat missions within the 12th AF and in January 1944 provided the air cover for the units which landed at Anzio in the unsuccessful operation Shingle.

In the middle of March, at the Castel Volturno base, the unit commenced its conversion to P-51B/C Mustang and as of April 1 it was transferred under the 15th AF command and flew



Photo: Library of Congress

A line of 310th FS, 332nd FG Mustangs, Ramitelli airbase, Italy, March 1945. The P-51D sporting the tactical number 42 was flown by Lt. Charles White who in April 1945 shot down two enemy aircraft.



Photo: U.S. Air Force

P-51D-5 formation from 308th FS, 31st FG, photographed in June 1944.



Photo: U.S. Air Force

Mustangs from 52nd FG: Miss Ruth/Pendaja of Lt. William Parent in front, following are Jo-Baby of Lt. Robert McCampbell and Miss Rogers of 1/Lt. James Daniel Callahan.

the new Mustangs over to San Severo airbase on the Italian eastern coast from where it continued flying escorts of the 15th AF strategic bomber missions to Europe. During the month of April, it sortied twice to Ploesti in Romania, Sofia in Bulgaria, Wiener Neustadt in Austria, Piombino, Milan and Monfalcone in Italy and also Toulon in France. During these missions the unit shot down 51 enemy aircraft. During the month of May, the unit started its conversion to P-51D which the 31st FG flew until the end of hostilities. 31st FG was composed of three fighter squadrons: 307th FS (code letters MX), 308th FS (code letters HL) and 309th FS (code letters WZ). The unit markings were the red oblique stripes on the tail surfaces, red and yellow stripes on the wingtips and red nose and propeller spinner.

52nd Fighter Group

This unit went through a similar process, formed on January 15, 1941, as 52nd Pursuit Group based on 1st and 31st PG personnel. After the Pearl Harbor attack it was re-equipped with P-39 Airacobra with which, starting on January 1, 1942, it participated in the War Games. In May, now 52nd FG was ordered to deploy to Great Britain and therefore on May 11 it transferred to the North-East and started the preparations for the cross-Atlantic flight. However, the same as the 31st FG, it ultimately sailed to Great Britain. In June, at the RAF base in Eglington in Northern Ireland, the unit received Spitfires Mk.Vb and started with training. In September, the 52nd FG was transferred under XII FC and on November 1 its flying personnel sailed to Gibraltar to accept the new tropicalized Spitfires Mk.Vb and participate in the Operation Torch and further combat in North Africa. After the fighting in North Africa ceased the 52nd FG was transferred under the Mediterranean Allied Coastal Air Force, MACAF. The mission of this Allied command was convoy protection in the Mediterranean Sea, anti-submarine patrols, port patrols and attacks on the enemy shipping in the Mediterranean. Performing these duties, the 52nd FG squadrons moved among the airport in the Mediterranean. On July 23, the group was relocated to Sicily, Bocca di Falco airport new Palermo where it flew night-fighting missions.

In November 1943 the unit transferred to Corsica where the 2nd and 5th FS flew out of Borgo airport and the 4th FS out of Calvi airport. During this period the unit, among other duties, conducted the dive bombing attacks on ships and ports. In the beginning of April 1944, the conversion to P-51B/C Mustang started and on May 1 the 52nd FG was attached

to the 15th AF formation. On May 10 it flew its first mission escorting B-17 on their raid to Nice in France. The 52nd FG comprised the 2nd FS (code letters QP), 4th FS (code letters WD) and 5th FS (code letters VF). The unit markings were the yellow, black outlined band in front of the tail surfaces or tail surfaces painted entirely yellow, black outlined wingtips and red nose and propeller spinner.

325th Fighter Group, "Checkertail Clan"

The 325th FG was formed on June 24, 1942, and activated on August 3, 1942. It was equipped with P-40s. During January and February 1942, it was transferred to North Africa and ordered under the 12th AF command. On April 17, 1943, it flew its first combat mission. In September 1943 the 325th FG converted to P-47D Thunderbolt and in December it relocated to Italy where it became the part of the newly-formed 15th AF. In May 1944 the unit was re-equipped with the P-51B/C Mustang which it flew until the second half of 1944 when it gradually converted to the new P-51D Mustang which it flew until the end of war. 325th FG comprised the 317th FS (tactical markings by black numerals from 10 to 30), 318th FS (tactical markings by black numerals from 40 to 69) and 319th FS (tactical markings by black, yellow outlined numerals from 70 to 99). The tactical numbers from 1 to 9 were used by the staff flight. The unit markings were yellow-black checkered tail surfaces or the whole aircraft tail and red nose and red propeller spinner. The 319th FS had the red nose outlined with yellow stripes. 325th FS commanders' aircraft carried the numeral 100 on the fuselage.

332nd Fighter Group, "Red Tails"

The African Americans who joined the air forces are nowadays known as the Tuskegee Airmen. The law which allowed them to undergo the military pilot training was passed in 1939, after twenty years' effort of the human rights activists. Their path to the cockpits of the military airplanes was long and difficult. During WWII the racial segregation rules were still in place in the USA and because of that the Tuskegee airmen were discriminated both while on duty and in private. Altogether 922 African American aviators went through the training at Griel Field, Kennedy Field, Moton Field, Shorter Field and Tuskegee. There was a total of 355 aviators from Tuskegee deployed in Africa and later in Europe within the 12th and 15th AF USAAF, 68 of them were killed in action.

The first combat fighter unit with African American personnel was 99th Fighter Squadron flying P-40F in the Mediterranean from April 1944. Later it was attached to the 332nd Fighter Group which originally comprised the 100th, 301st and 302nd Fighter Squadrons and from the beginning of 1944 had its base in Italy. The 322nd FG therefore operated the non-standard four squadron formation. The 322nd FG equipped with P-47D Thunderbolt was assigned the escort missions already in June 1944. In July it was converted to P-51B/C Mustang. The other 15th AF units were ahead with their air victories and combat experience therefore the 332nd FG scored less kills in comparison to the remaining 15th AF fighter groups flying Mustangs. From June 1944 till the end of war the 332nd FG scored 94 kills. In comparison the 31st, 52nd and 325th FG each scored over 200 enemy aircraft shot down. This difference was also caused by the way the individual Fighter Groups were deployed. "Red Tails" usually flew close bomber escorts whose mission was to intercept and strike back at the enemy fighter who had broken through the outer circle of the fighter defense. The mission of this defense was to clear the bomber formation's operational space of the enemy fighters before they reach their shooting range. The unit markings were tail surfaces, wingtips and propeller spinners painted in red. 99th FS featured blue painted noses, 100th FS red with the triangle pointing back, 301st red noses and 302nd FS light blue noses. The 100th, 301st and 302nd FS used numerals for their fuselage codes, the same as 325th FS. 99th FS used the combination of the letter A and numerals.

15th Air Force in Eduard model kits

Besides this boxing there are markings of the four 15th AF fighter groups flying P-51D Mustang included in other Eduard kits. In addition to several boxings dedicated to various P-51D Mustang versions the Limited Eagle's Call issue for example covers the history of the 31st and 52nd FG. The boxart of the 1/72 Profipack Fw 190A-8/R2 issue depicts the attack of the Focke-Wulf heavy fighters from Luftwaffe's IV.(Sturm)/JG 3 on the formation of the B-17Gs from 463rd BG bombing Memmingen on July 18, 1944.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidel pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明

OPTIONAL
VOLBABEND
OHNOUSAND
BROUSITOPEN HOLE
VYVRTAT OTVORSYMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽREMOVE
ODŘÍZNOUTREVERSE SIDE
OTOČITAPPLY EDUARD MASK
AND PAINT
POUŽIT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE



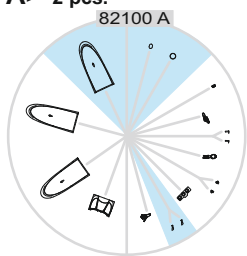
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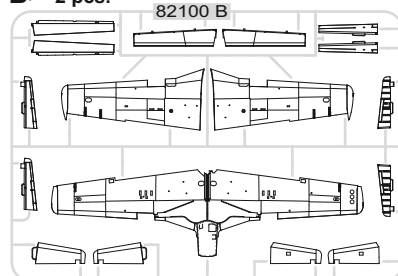
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PLASTIC PARTS

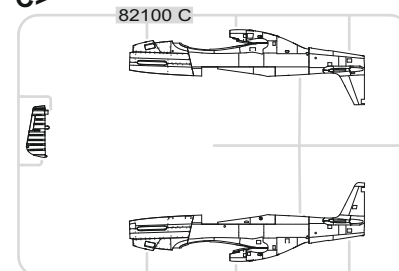
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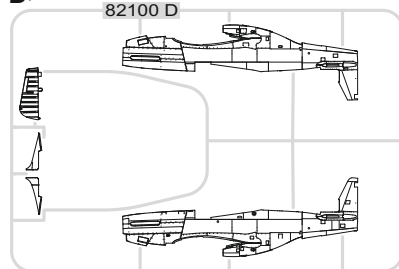
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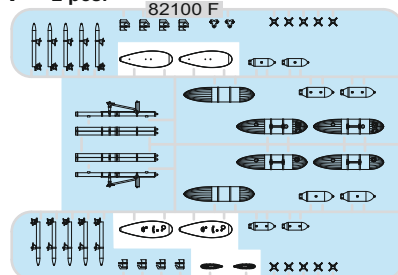
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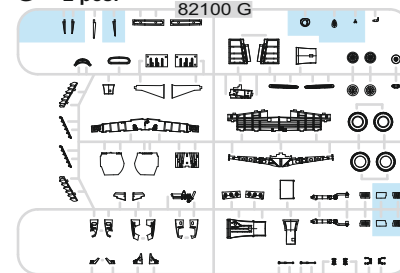
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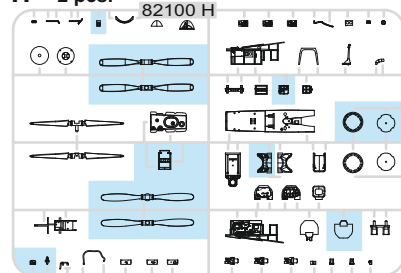
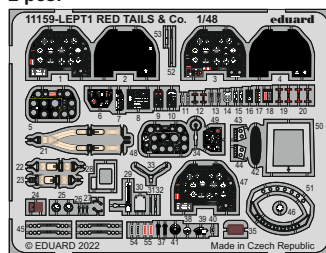
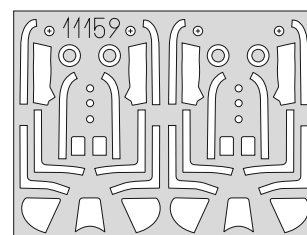
F> 2 pcs.



G> 2 pcs.



H> 2 pcs.

PE - PHOTO ETCHED DETAIL PARTS
2 pcs.eduard
MASK

-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



PEINTURE



色

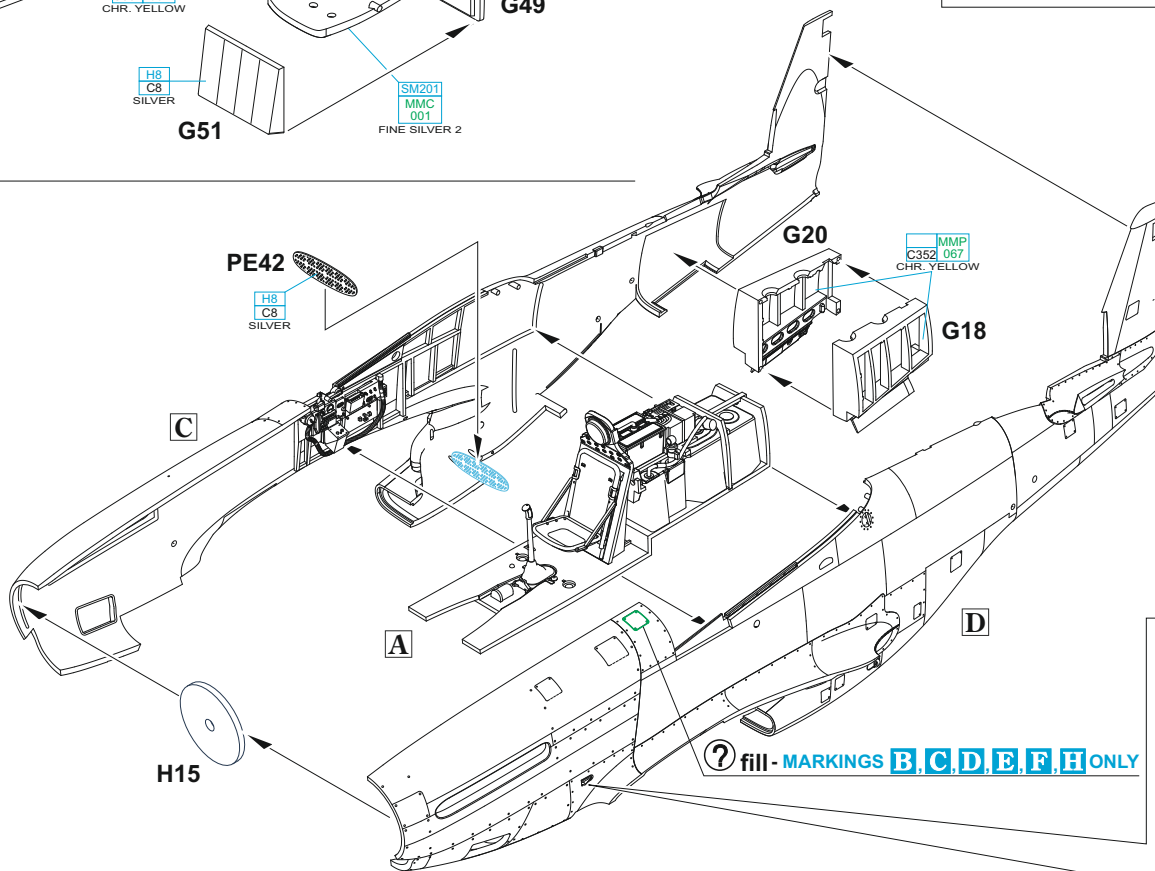
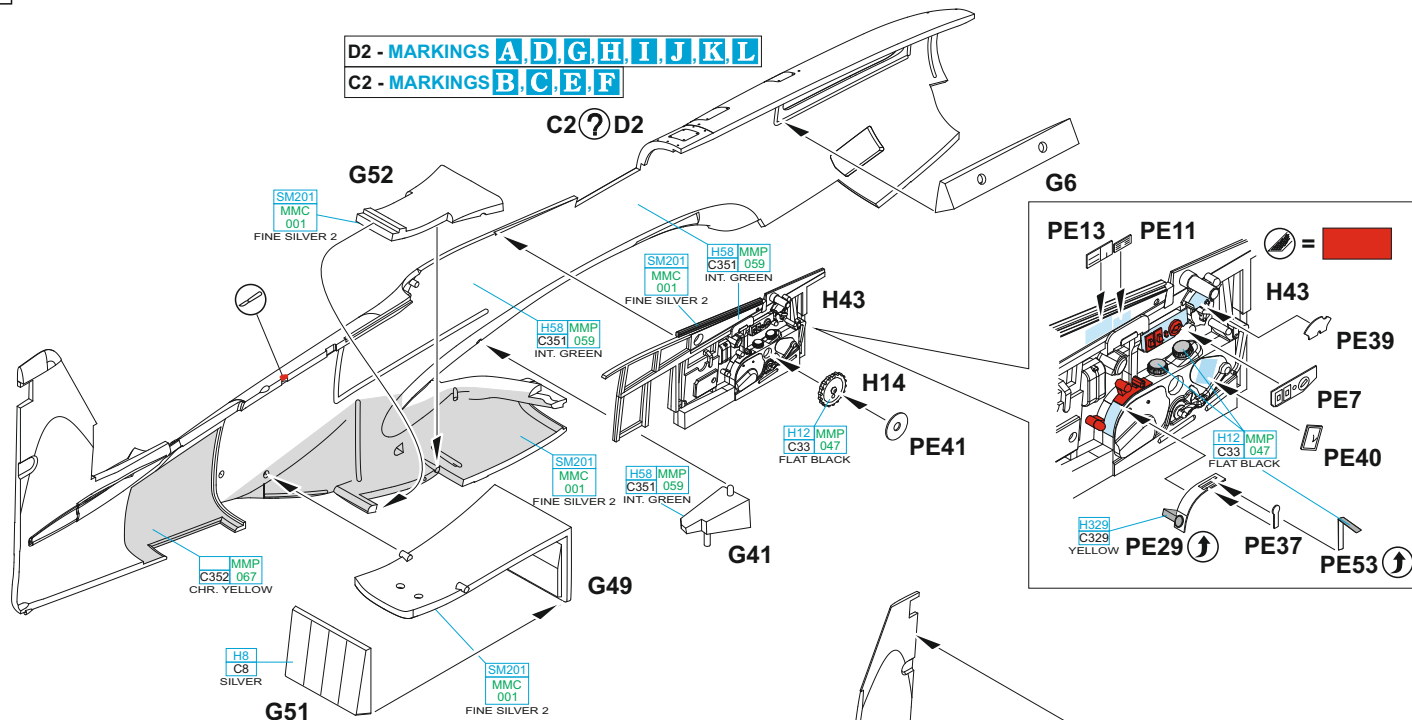
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H1	C1	MMP-001	WHITE
H4	C4	MMP-007	YELLOW
H6	C6	MMP-004	GREEN
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H13	C3	MMP-003	FLAT RED
H15	C65		BRIGHT BLUE
H25	C34		SKY BLUE
H27	C44		TAN
H37	C43		WOOD BROWN
H47	C41	MMP-012	RED BROWN
H52	C12	MMP-091	OLIVE DRAB
H53	C13		NEUTRAL GRAY
H58	C351	MMP-059	INTERIOR GREEN
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H91	C48		CLEAR YELLOW
H94	C138		CLEAR GREEN
H316	C316	MMP-104	WHITE
H327	C327	MMP-101	RED
H329	C329		YELLOW
H330	C361	MMP-077	GREEN
H335	C363	MMP-094	MEDIUM SEA GRAY
	C135	MMP-018	RUSSIAN GREEN
	C352		YELLOW CHROMATE
	C362	MMP-093	OCEAN GRAY
Mr.METAL COLOR		METALLICS	
	MC214	MMM-001	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
	SM201	MMC-001	SUPER FINE SILVER 2
	SM203		SUPER IRON 2
	SM206	MMC-001	CHROME SILVER

D

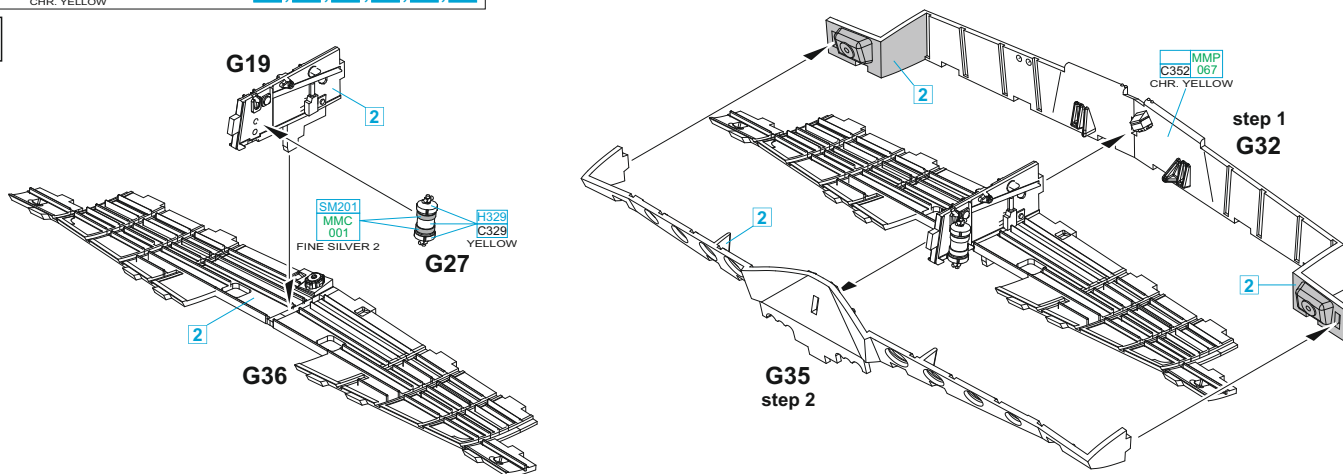
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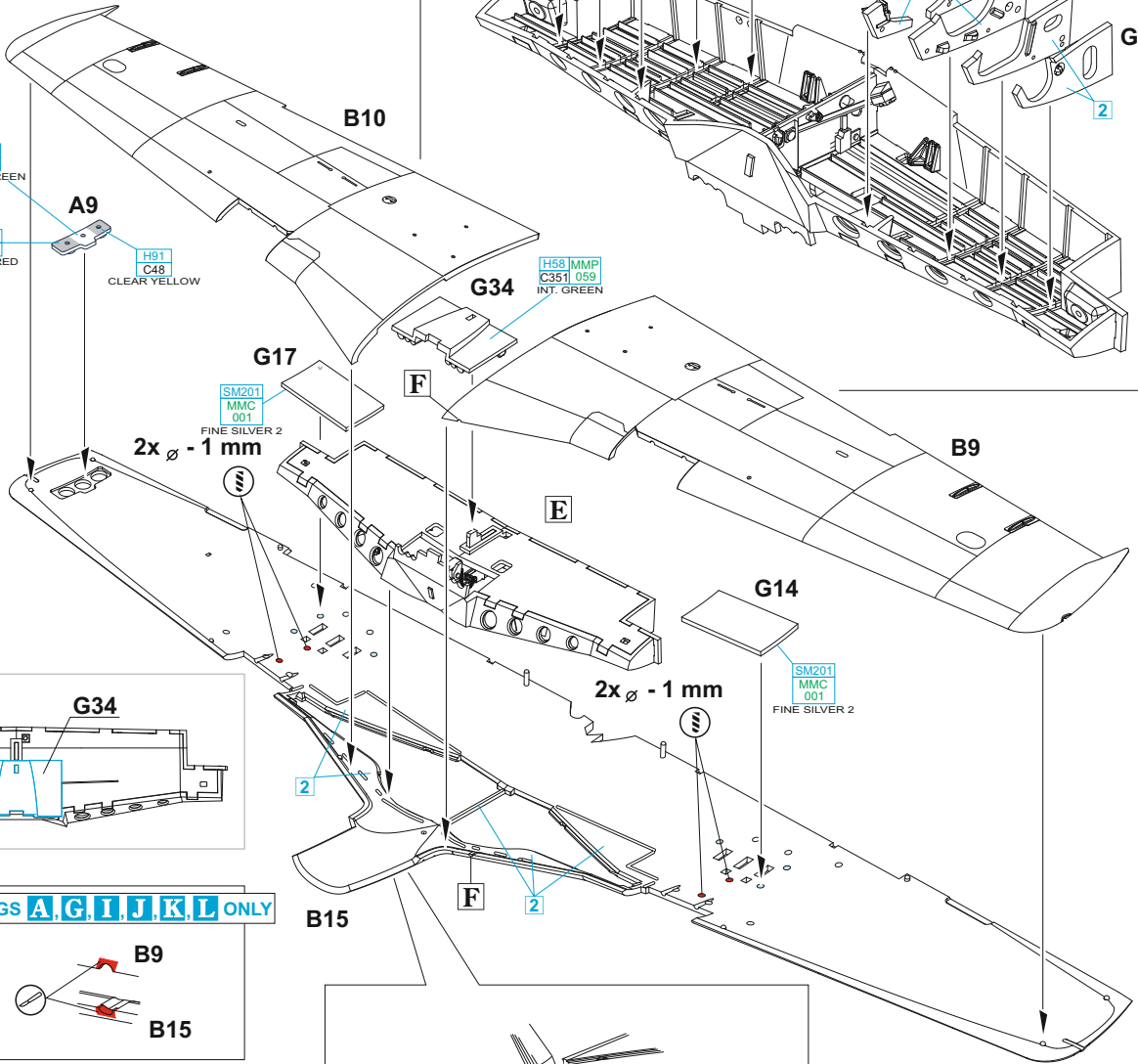
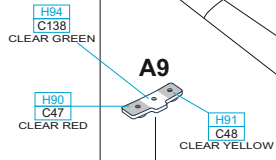
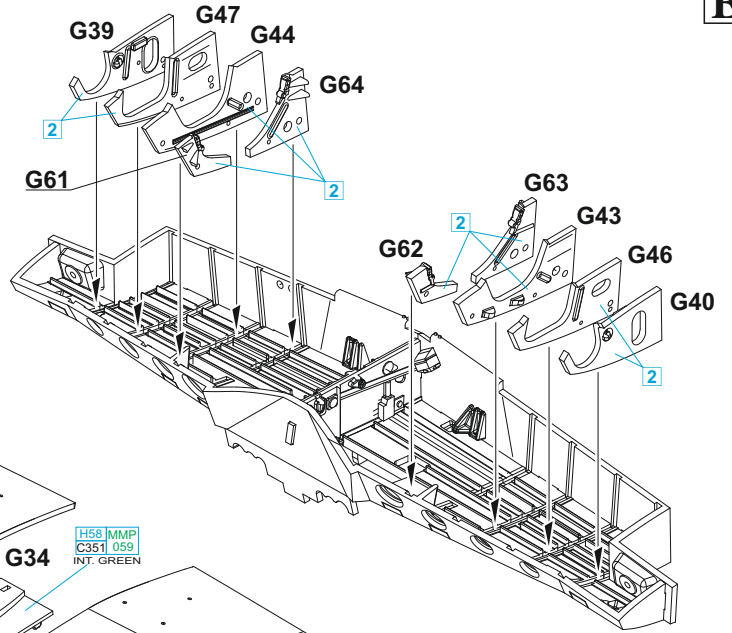
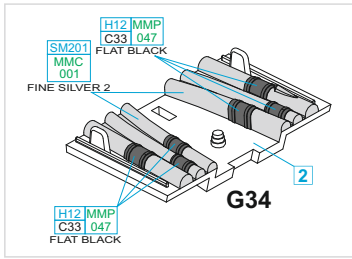
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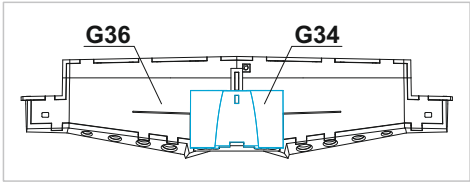
2 =
 SM201 MMC 001 FINE SILVER 2 - MARKINGS **B, C, D, E, F, H**
 MMP C352 067 CHR. YELLOW - MARKINGS **A, G, I, J, K, L**

E

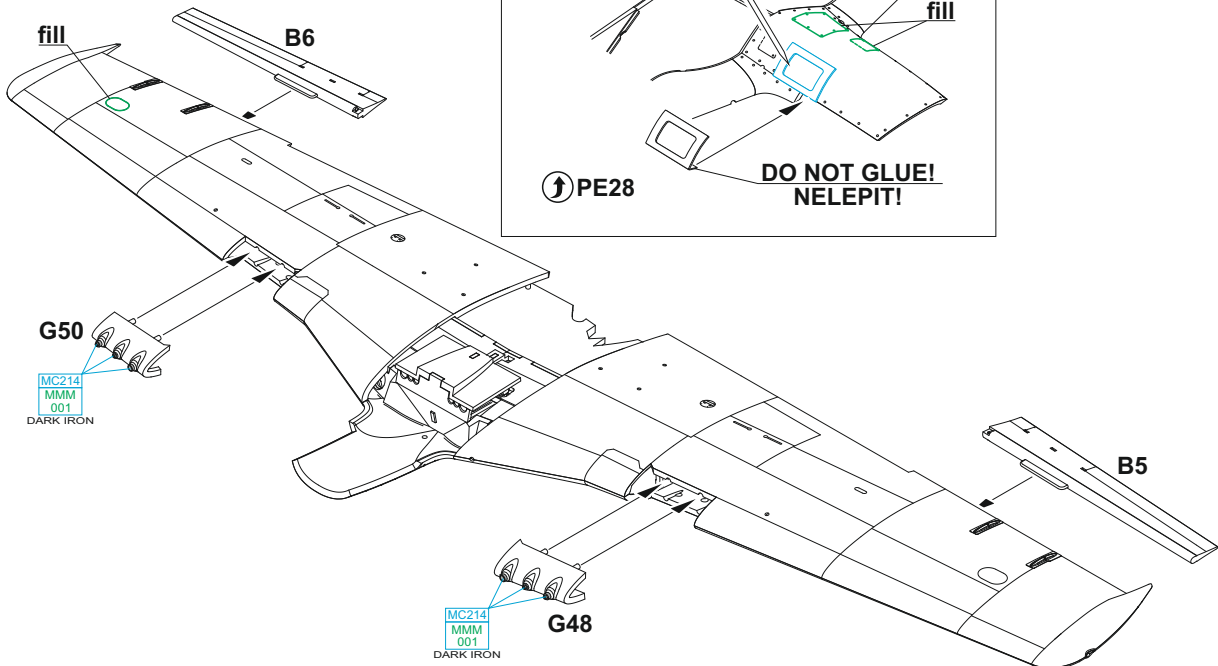
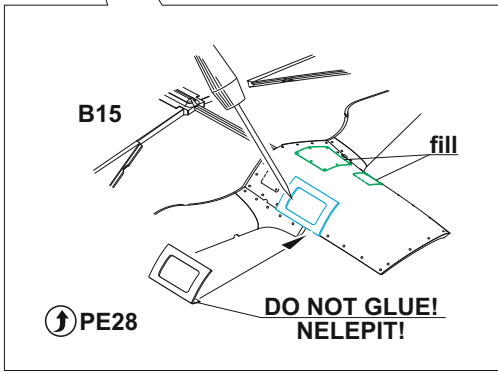
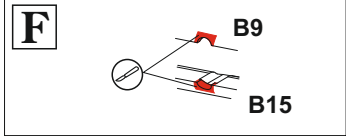


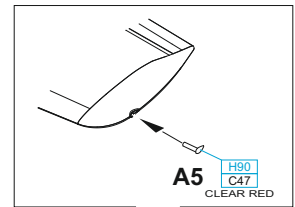
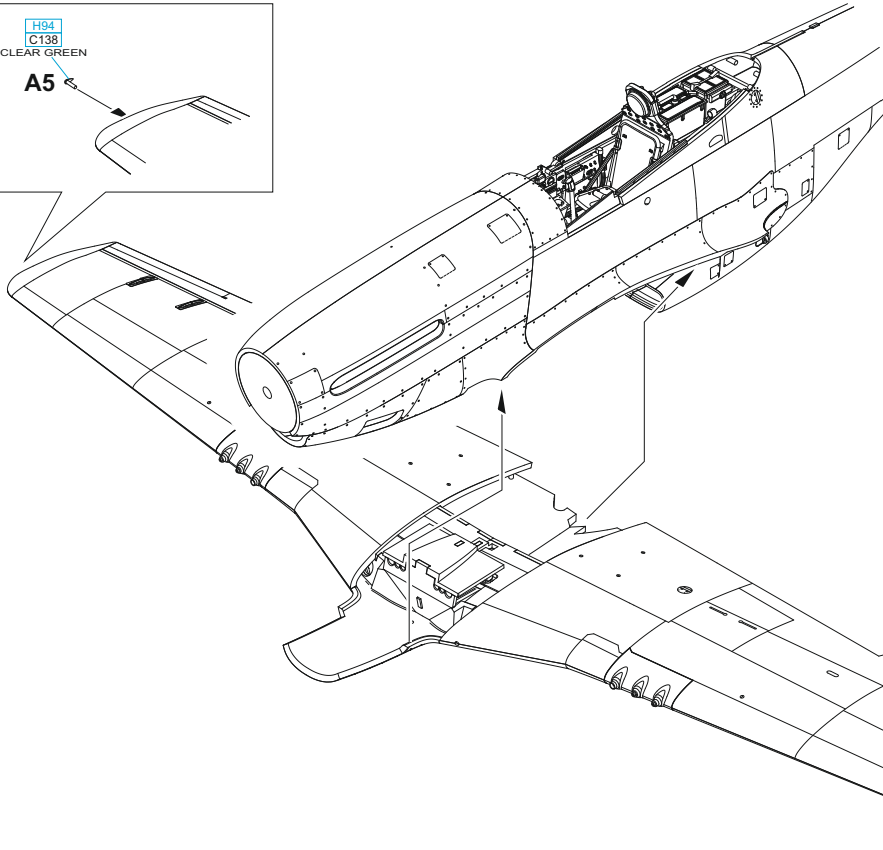
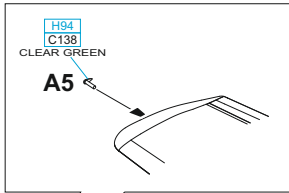


UPPER VIEW



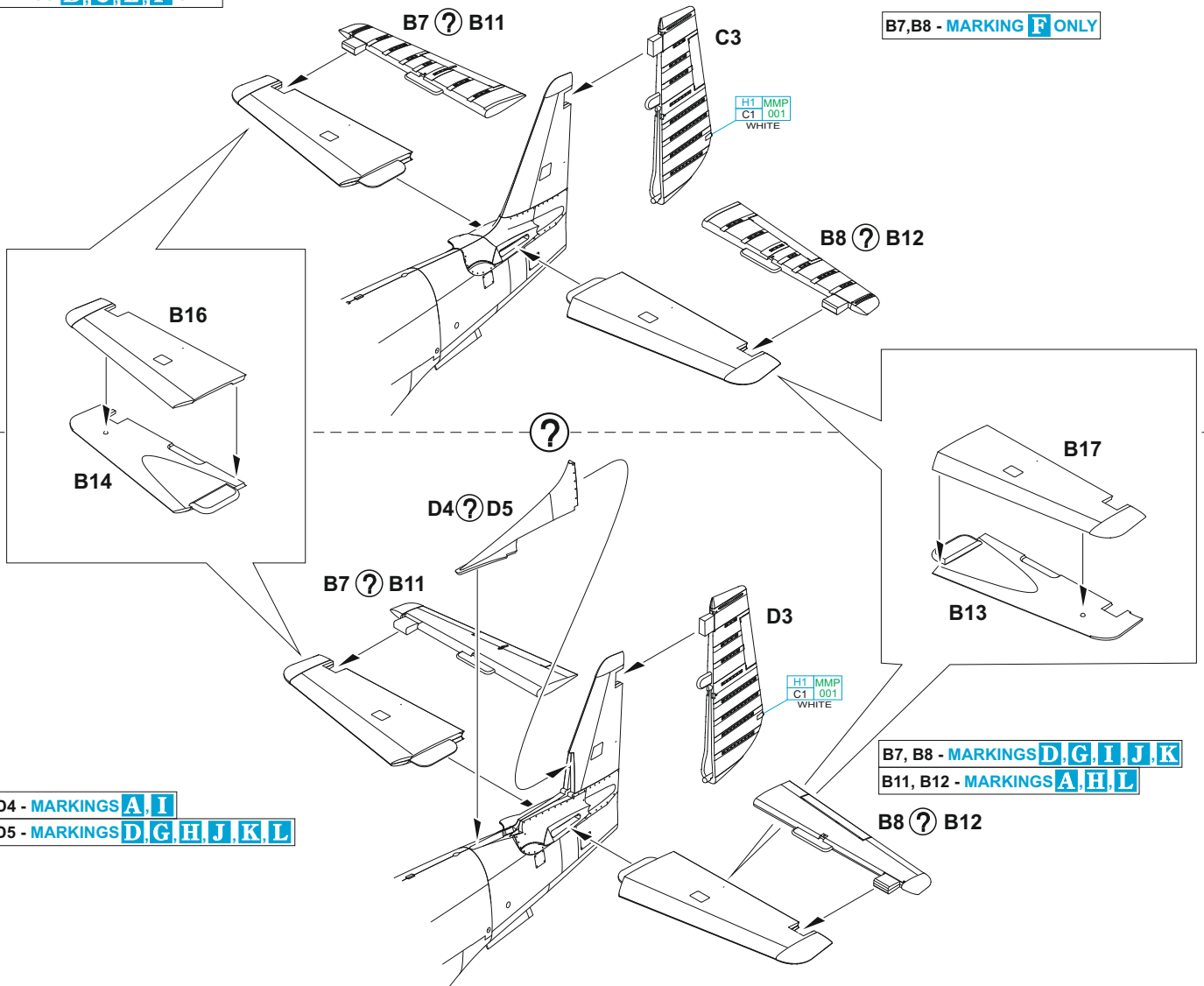
MARKINGS A, G, I, J, K, L ONLY





MARKINGS **B, C, E, F** ONLY

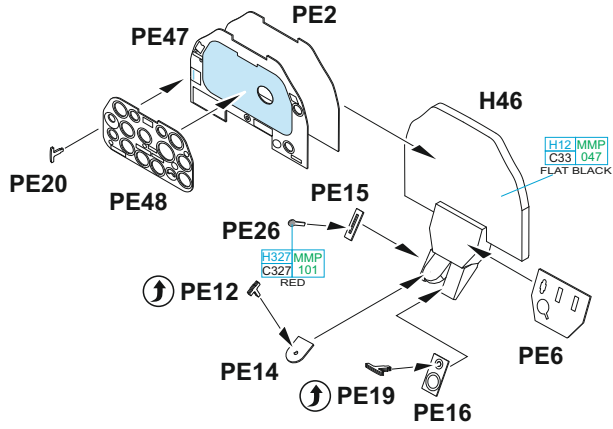
B7, B8 - MARKING F ONLY



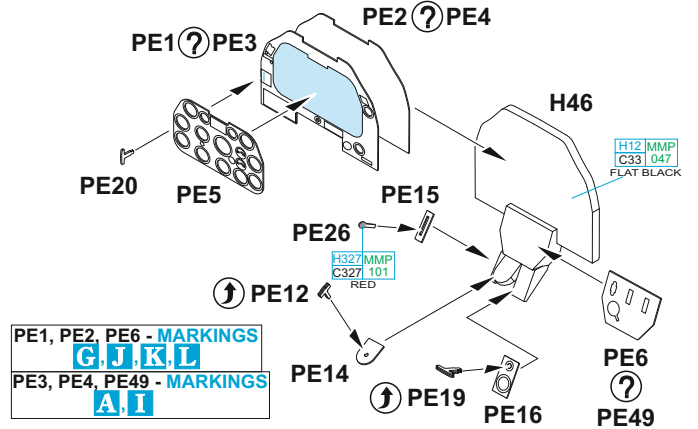
D4 - MARKINGS **A, I**
 D5 - MARKINGS **D, G, H, J, K, L**

B7, B8 - MARKINGS D, G, I, J, K
B11, B12 - MARKINGS A, H, L

MARKINGS B, C, D, E, F, H

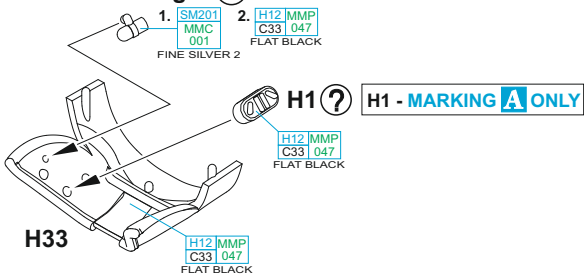


MARKINGS A, G, I, J, K, L



PE1, PE2, PE6 - MARKINGS **G, J, K, L**
 PE3, PE4, PE49 - MARKINGS **A, I**

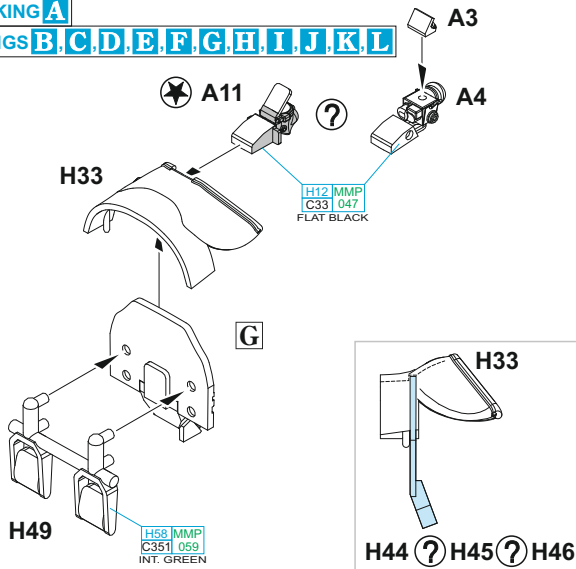
A8 right ↔ A7 left



H1 - MARKING **A** ONLY

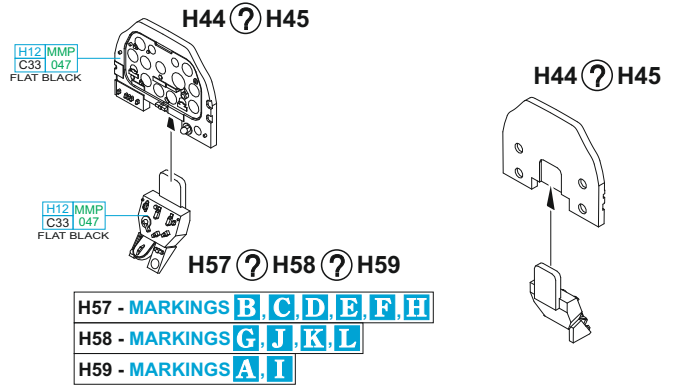
A3, A4 - MARKING A

A11 - MARKINGS B, C, D, E, F, G, H, I, J, K, L



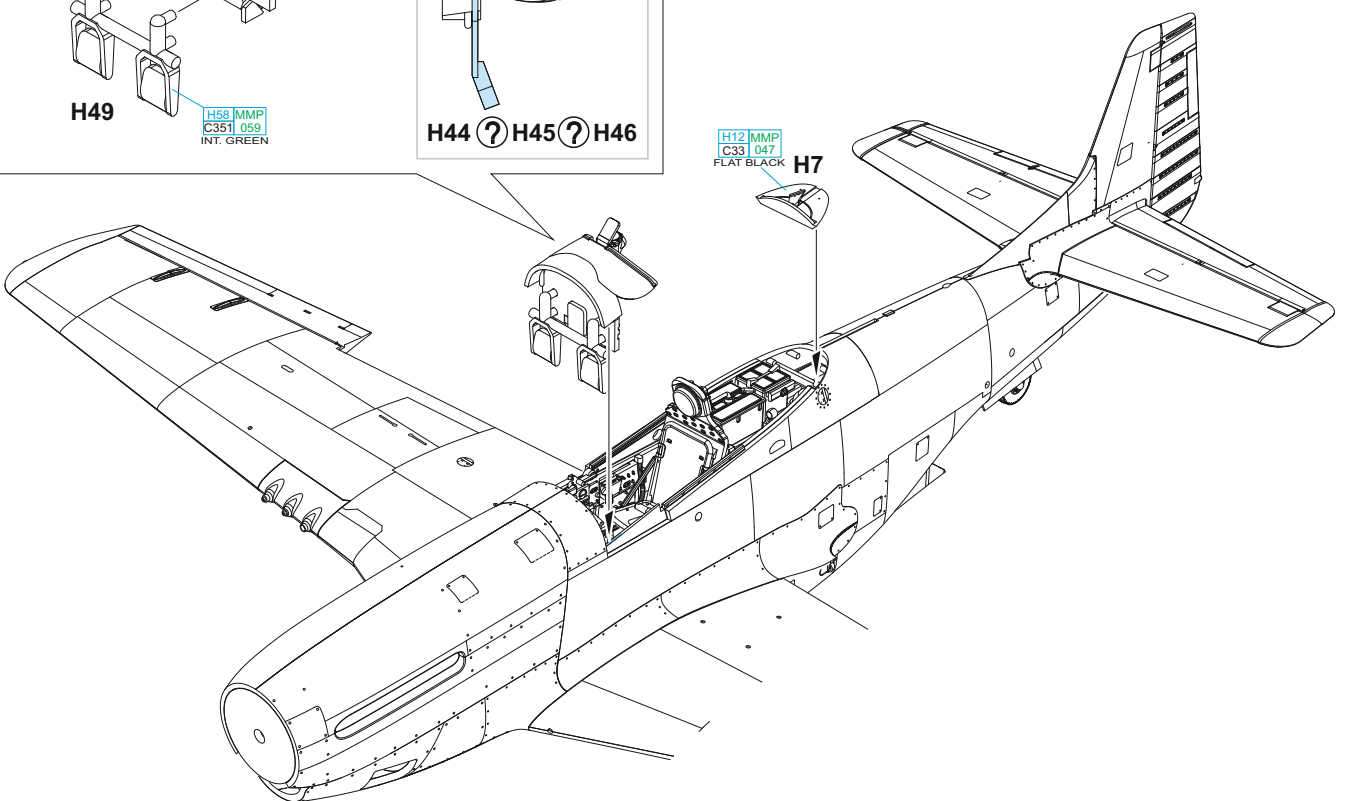
G

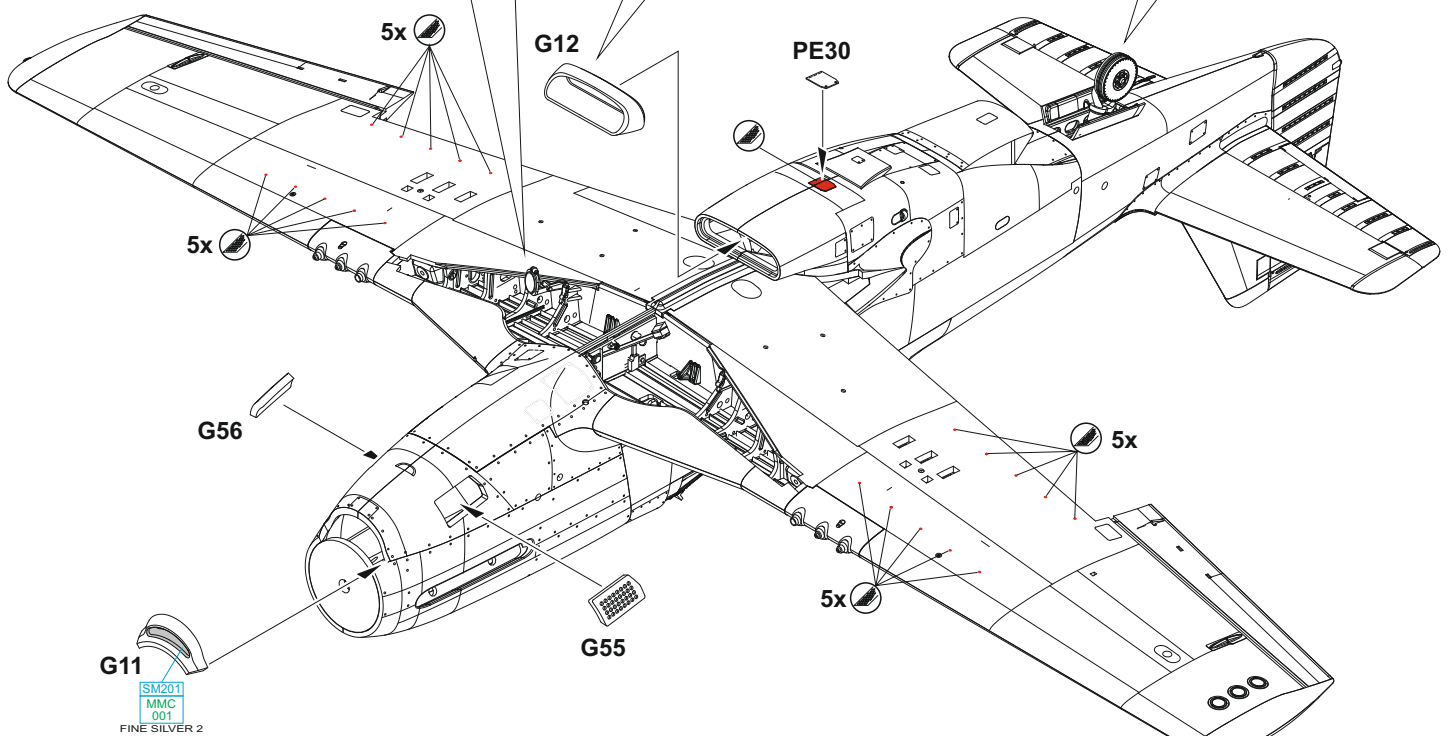
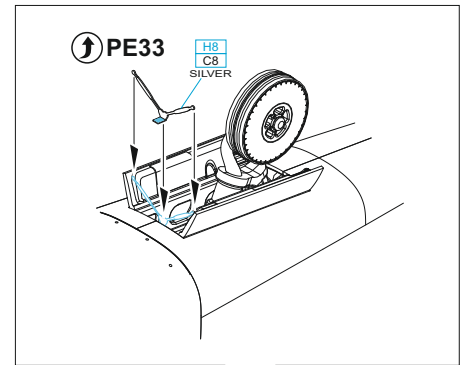
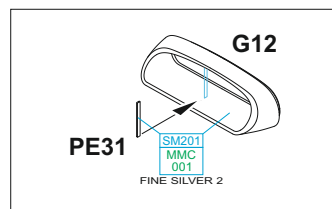
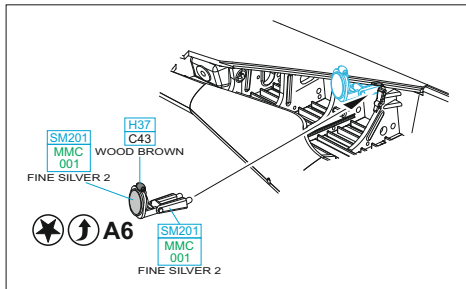
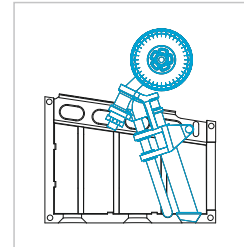
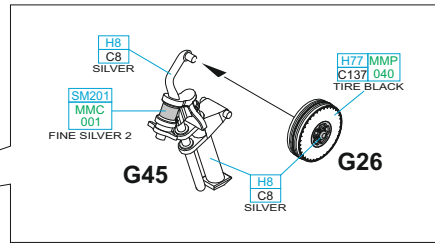
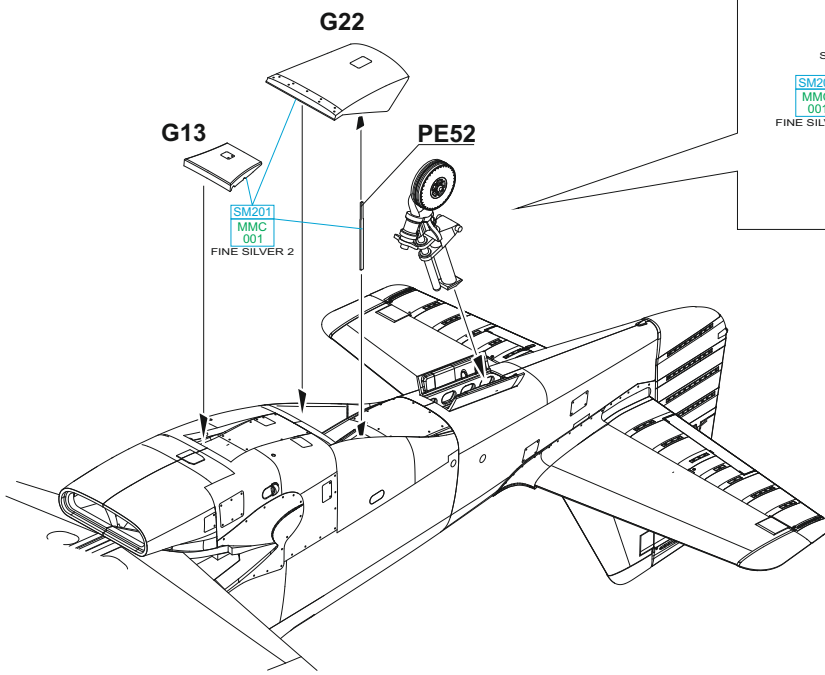
H44 - MARKINGS B, C, D, E, F, H
H45 - MARKINGS A, G, I, J, K, L



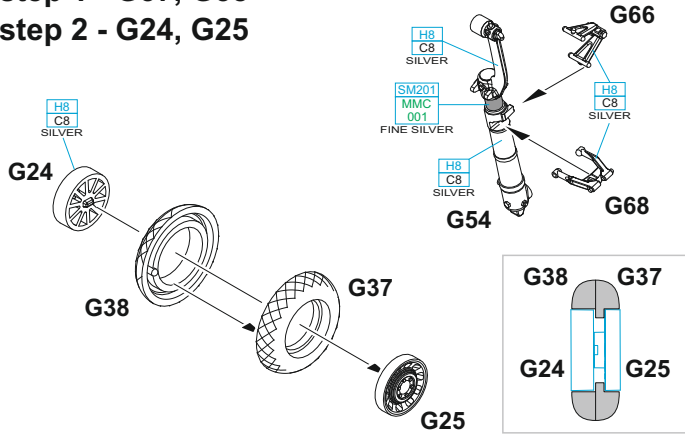
OPTIONAL:

- decals K3, K4, K5, K7, K8 - MARKINGS **A, I**
- decals K1, K2, K3, K4, K5 - MARKINGS **B, C, D, E, F, G, H**
- decals K2, K3, K4, K5, K6 - MARKINGS **J, K, L**

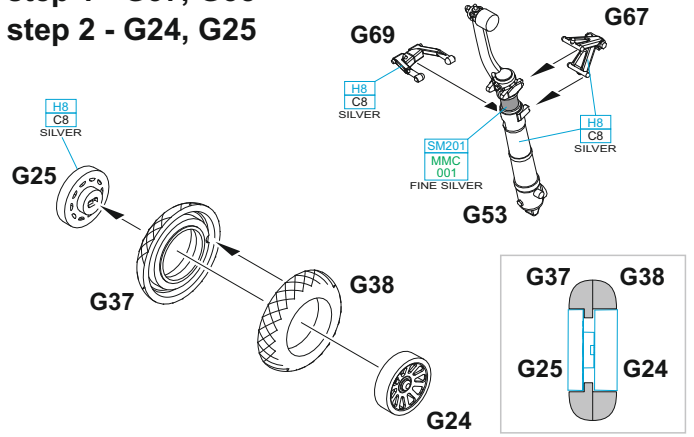




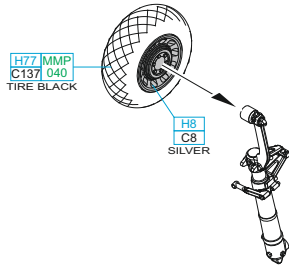
step 1 - G37, G38
step 2 - G24, G25



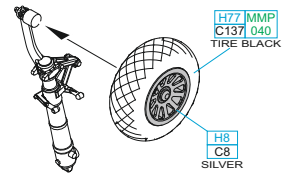
step 1 - G37, G38
step 2 - G24, G25



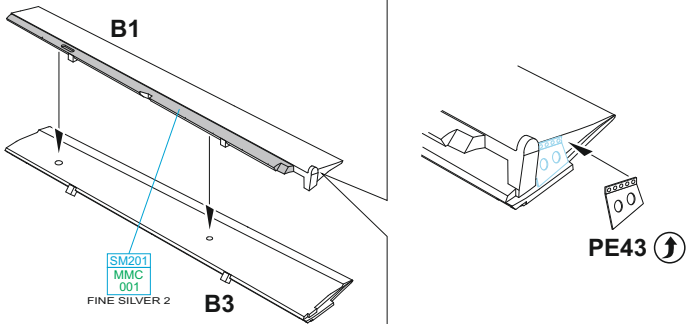
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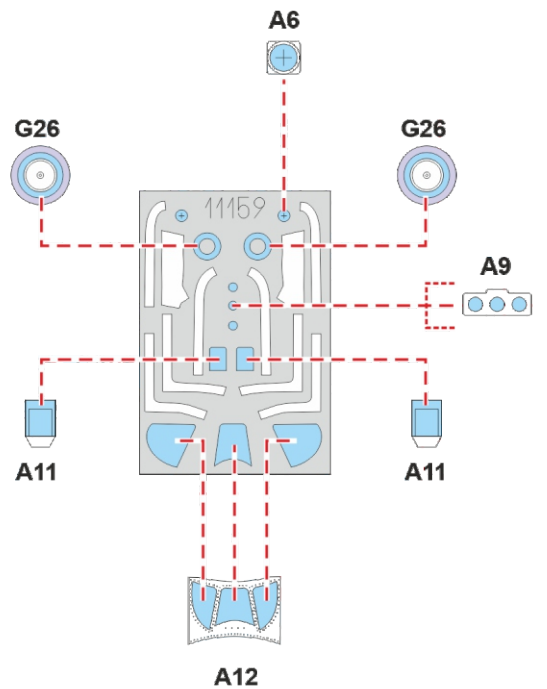
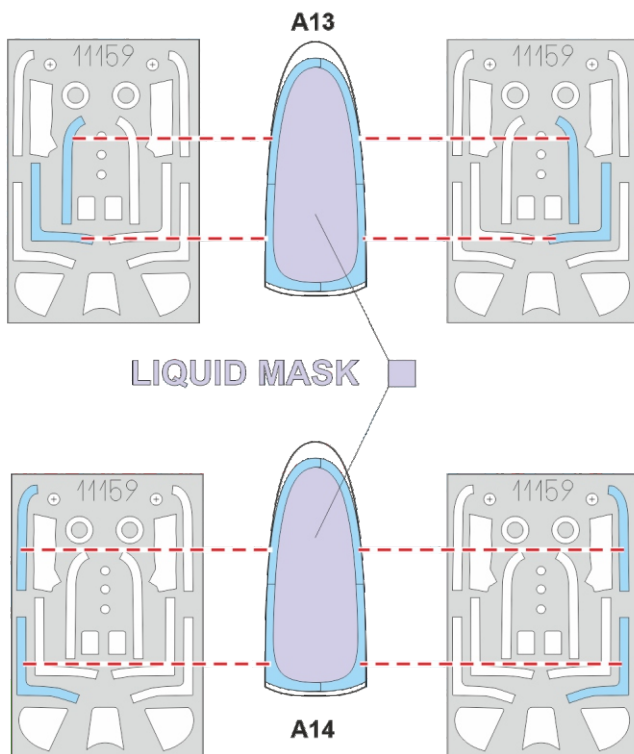
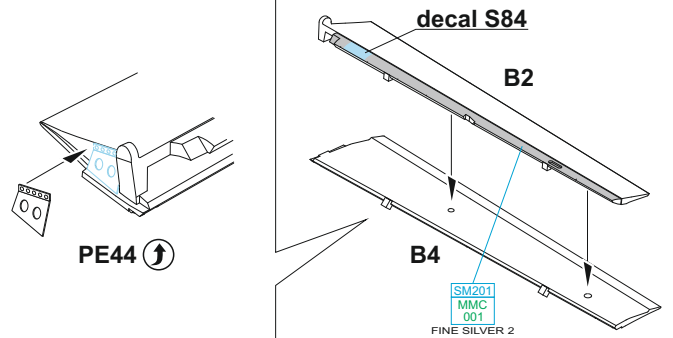
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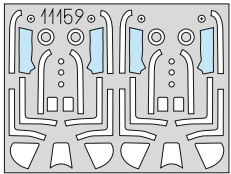
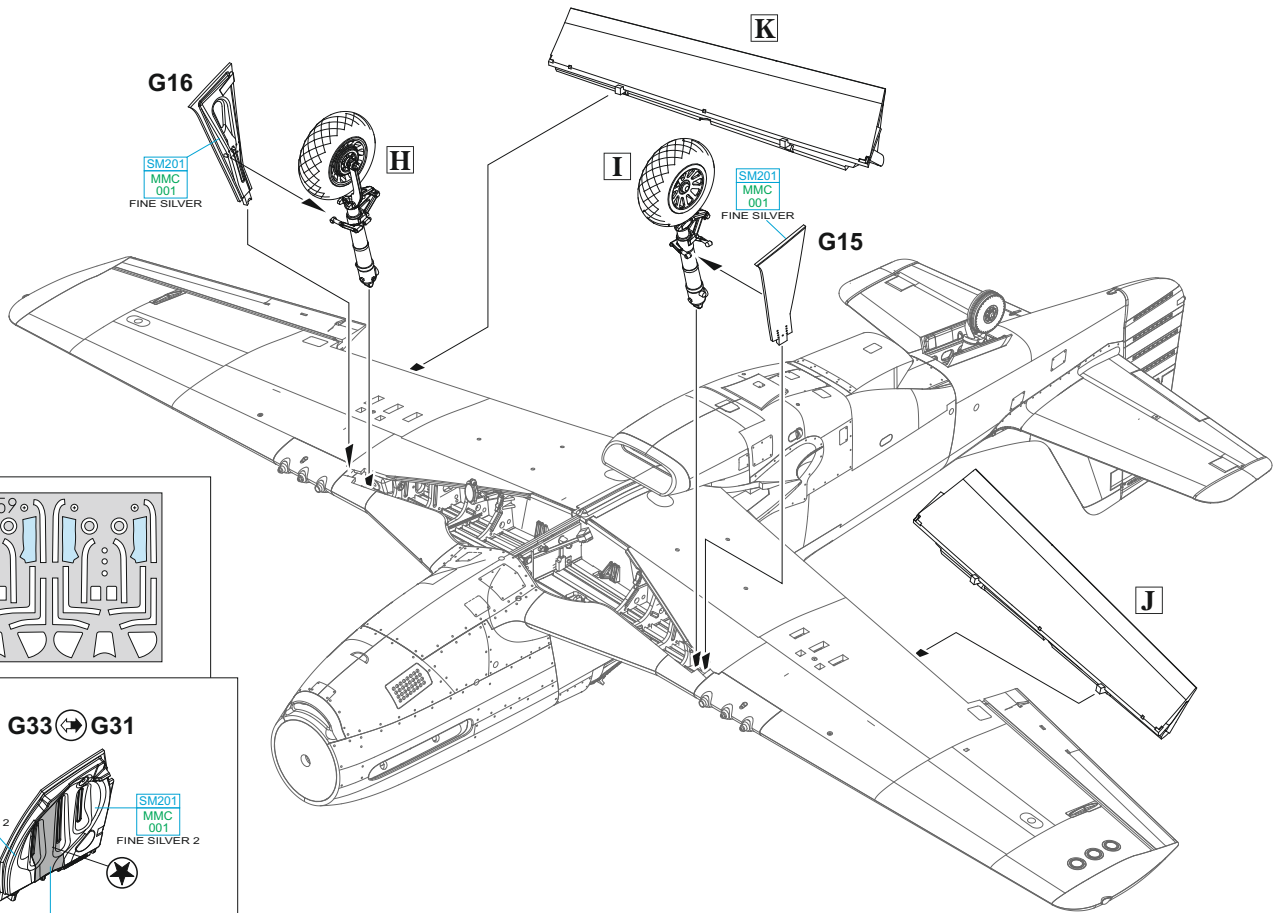


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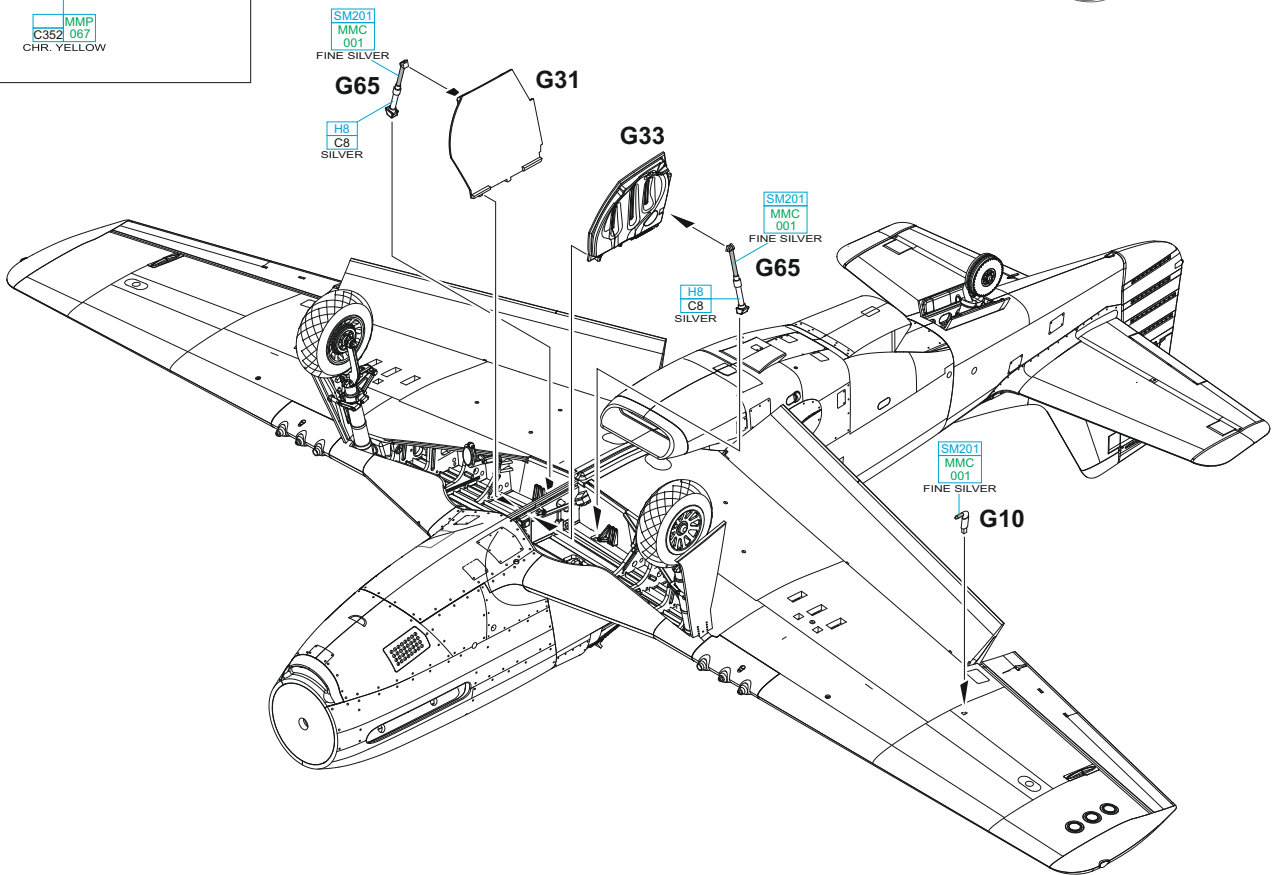
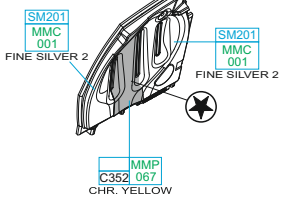


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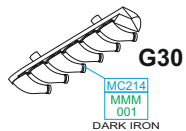




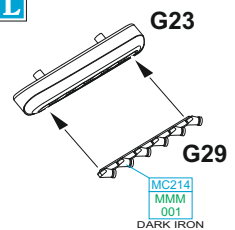
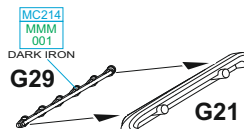
G33 → G31



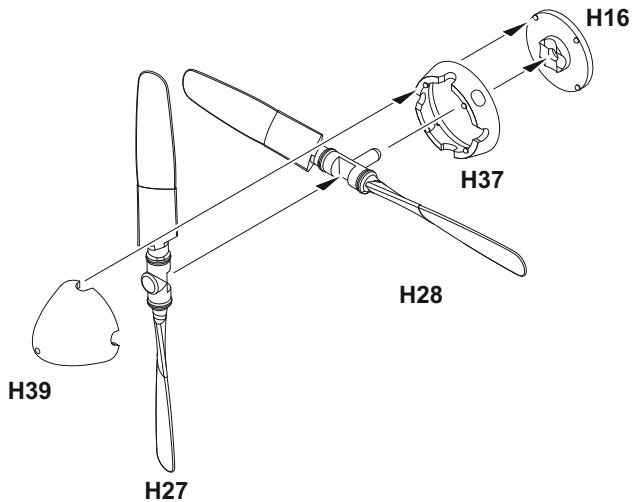
L MARKINGS **D, G, J**



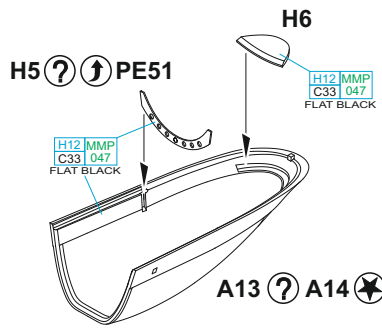
M MARKINGS **A, B, C, E, F, H, I, K, L**



N



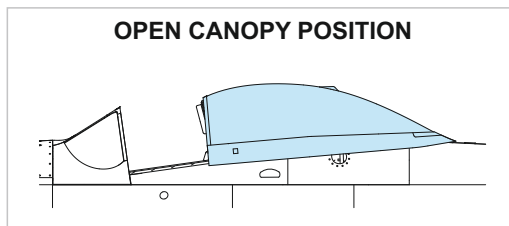
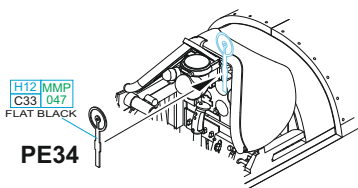
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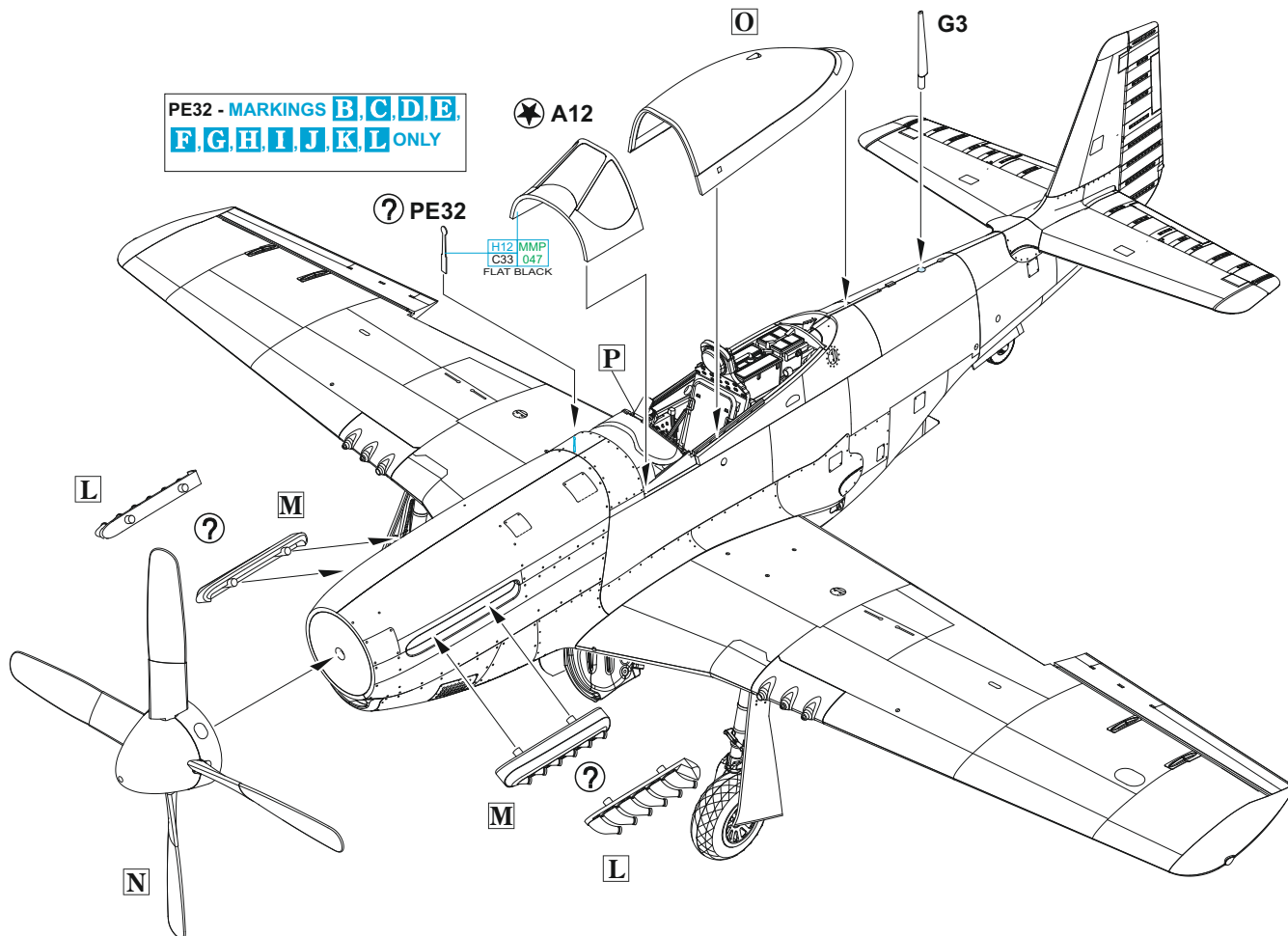
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 A14 - MARKINGS **J, K, L**

P

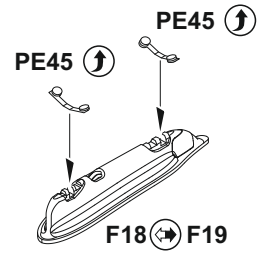
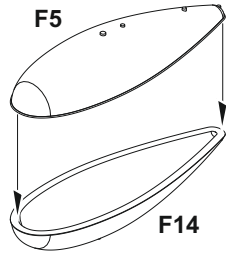
MARKINGS **B, C, D, E, F, G, H, I, J, K, L**



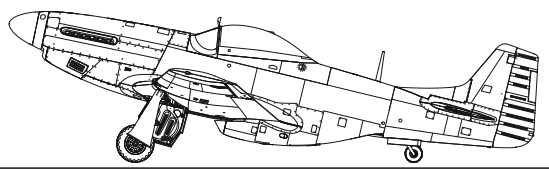
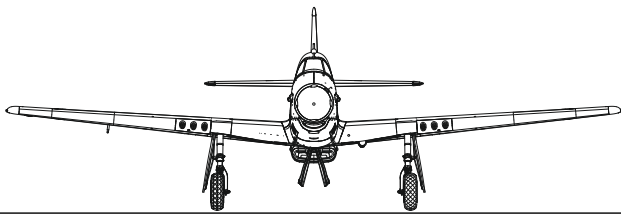
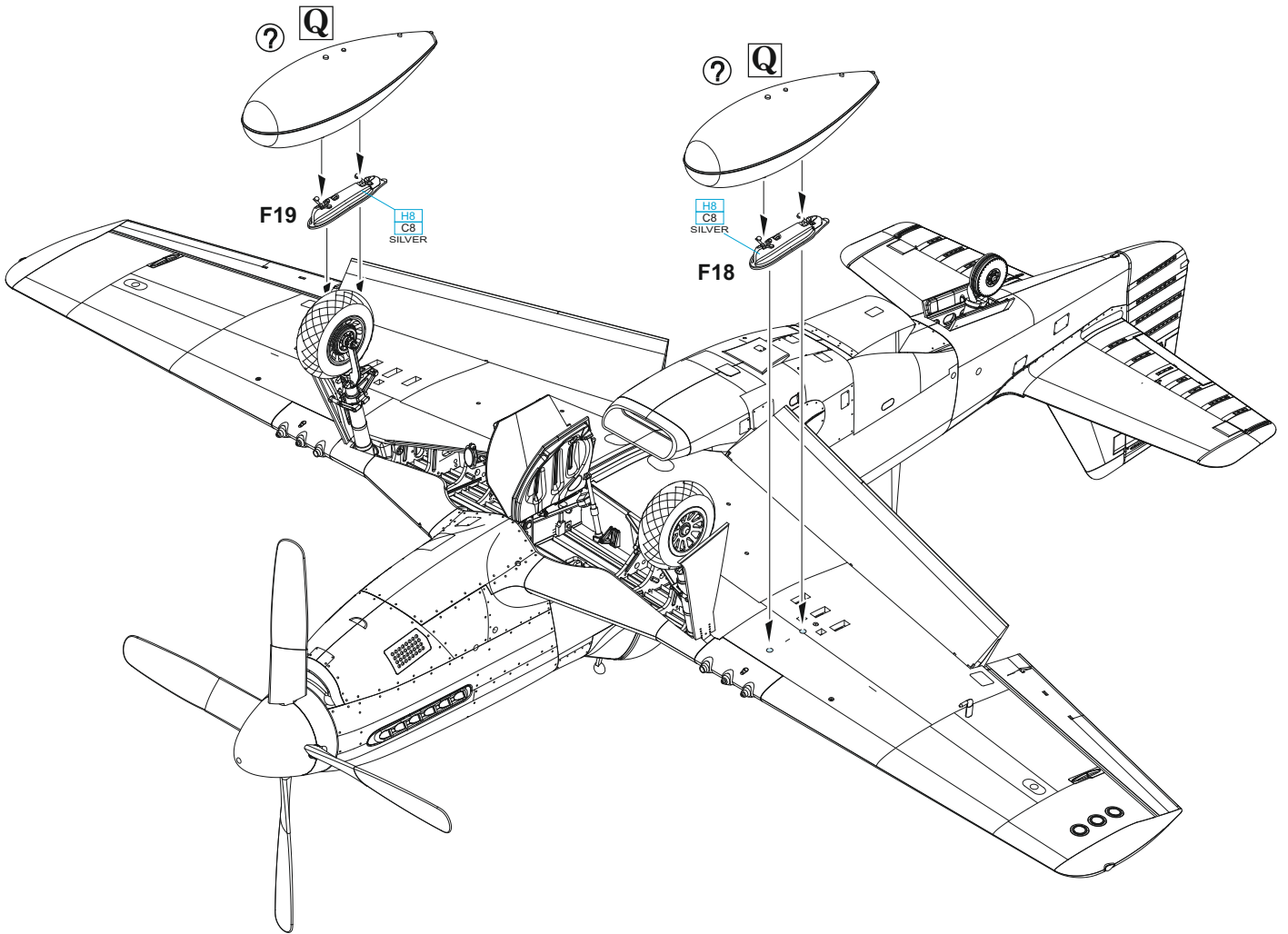
PE32 - MARKINGS **B, C, D, E, F, G, H, I, J, K, L** ONLY



Q 2 pcs.

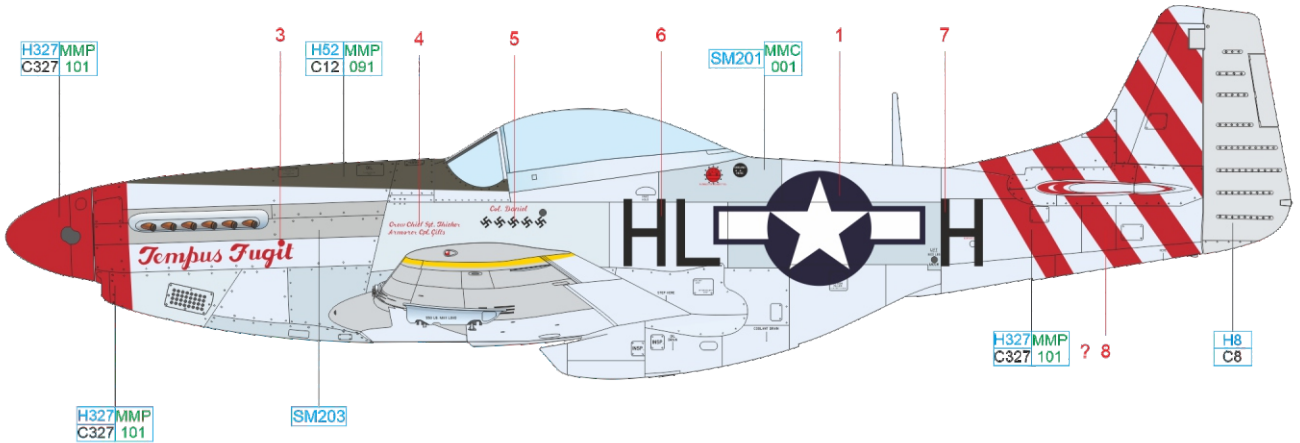


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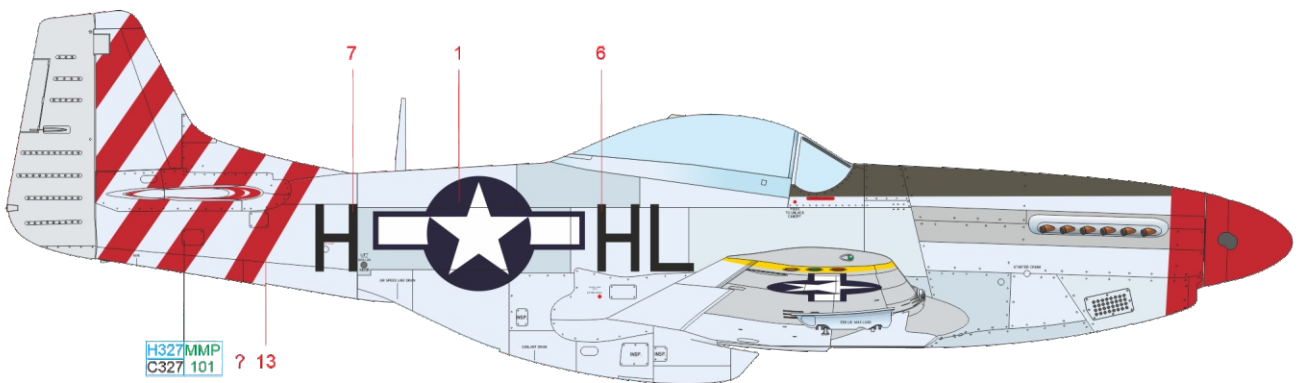
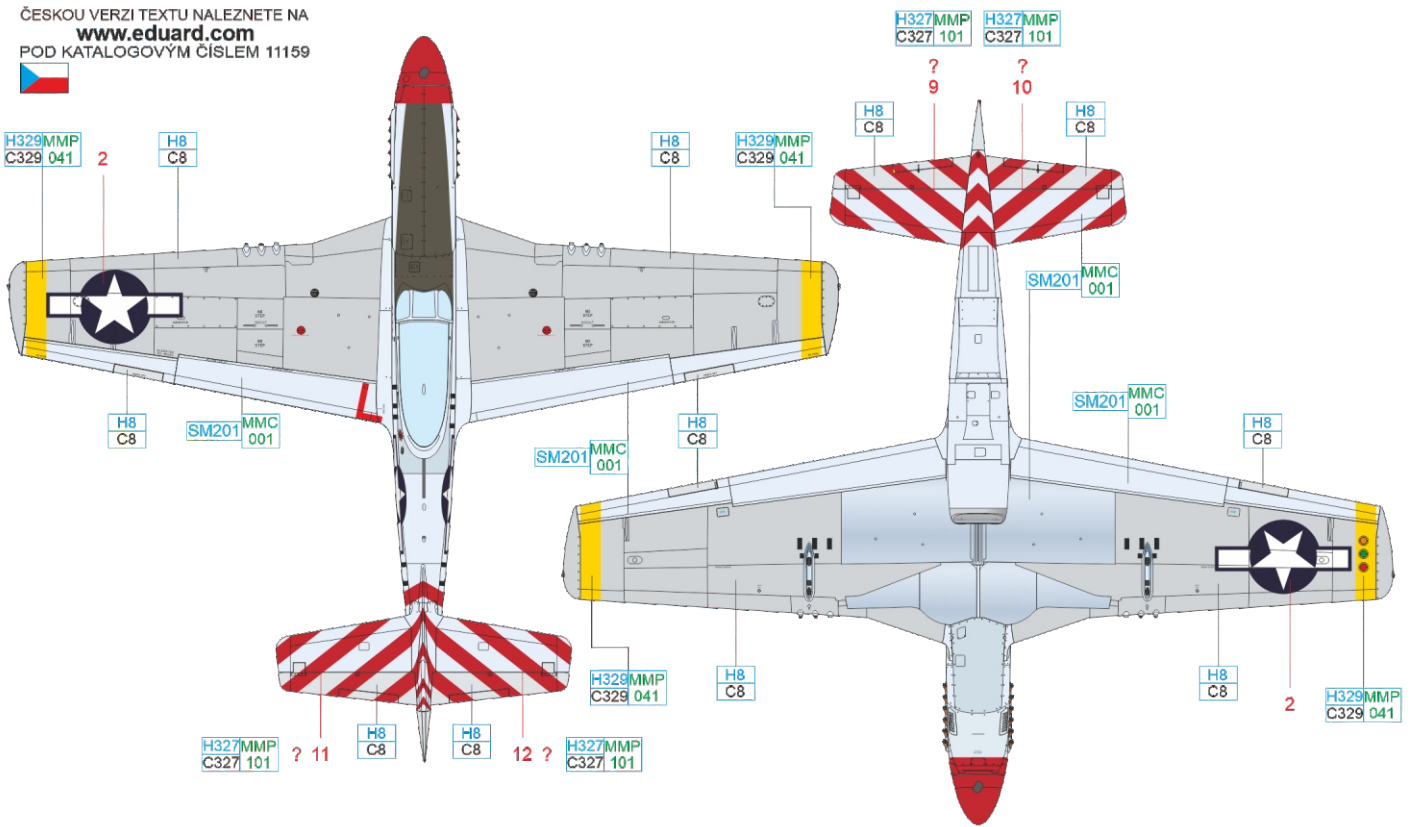


A P-51D-20, 44-63237, Col. William A. Daniel, CO of 31st FG, 15th AF, Mondolfo, Italy, April 1945

Even though 31st FG did not receive much publicity during WWII the unit scored several unique achievements. Not only it was the first American fighter group which went to combat in ETO, in addition it was the first American FG which landed in Algeria during the Operation Torch (invasion to North Africa). Also, its pilots were selected to be the first American group to land on Malta and Sicily later. William Allen Daniel while flying with 31st FG scored five confirmed kills of the enemy aircraft, last one was a Me 262 shot down on March 24, 1945, during the escort of bombers to Berlin. By this deed he ranked among 33 air aces who flew with this group.



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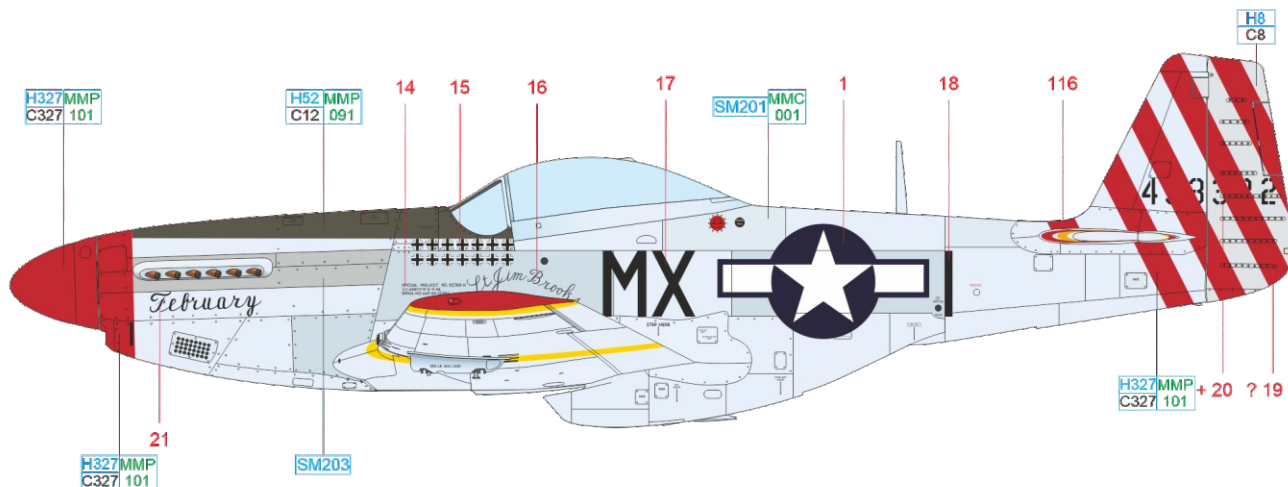


YELLOW H329MMP C329 041 RED H327MMP C327 101

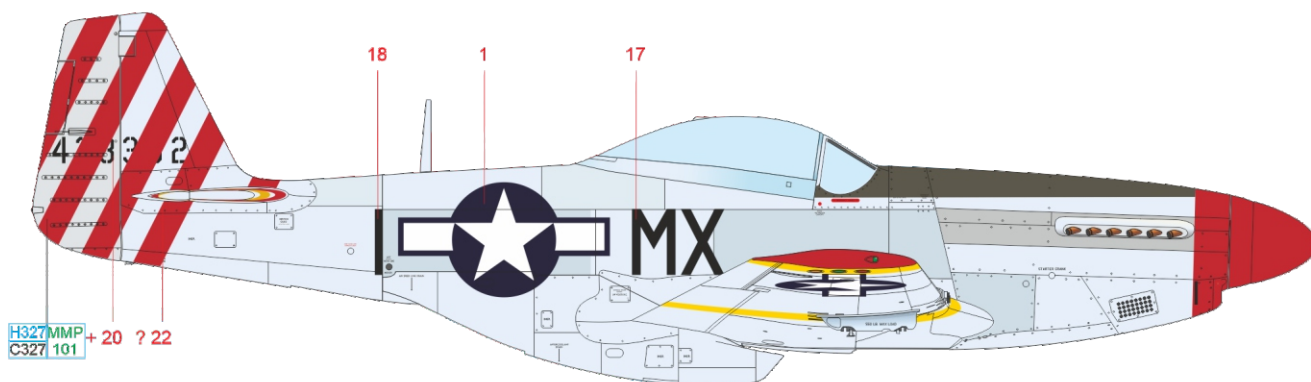
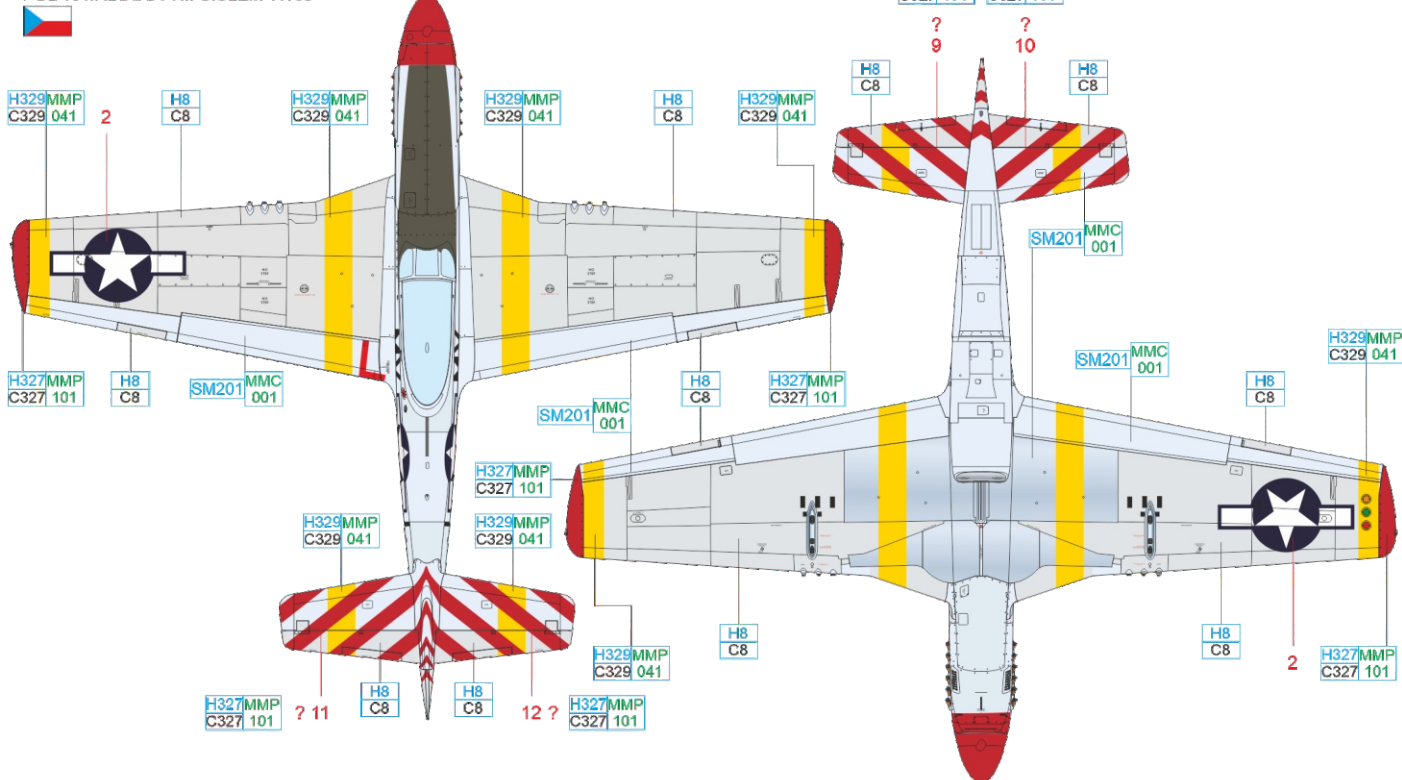
SUPER FINE SILVER SM201 MMC 001 SUPER IRON SM203 SILVER H8 C8 OLIVE DRAB H52 MMP C12 091

B P-51D-5, 44-13382, Lt. James L. Brooks, 307th FS, 31st FG, 15th AF, San Severo, Italy, summer 1944

James Lynn Brooks, Binton, Virginia native, underwent the pilot training in 1942. After graduation he was ordered to 307th Fighter Squadron operating in MTO. While he was with this unit, at that time flying the phenomenal Mustangs, he was credited with 13.5 victories which made him a pilot with the highest kill score in this unit. He also flew in the Korean War and after that he took a job as a test pilot. Same as the other 31st FG Mustangs, also Brooks' airplane, nicknamed February, sported the red stripes on its tail surfaces that helped the bomber crews to recognize friendly fighters.



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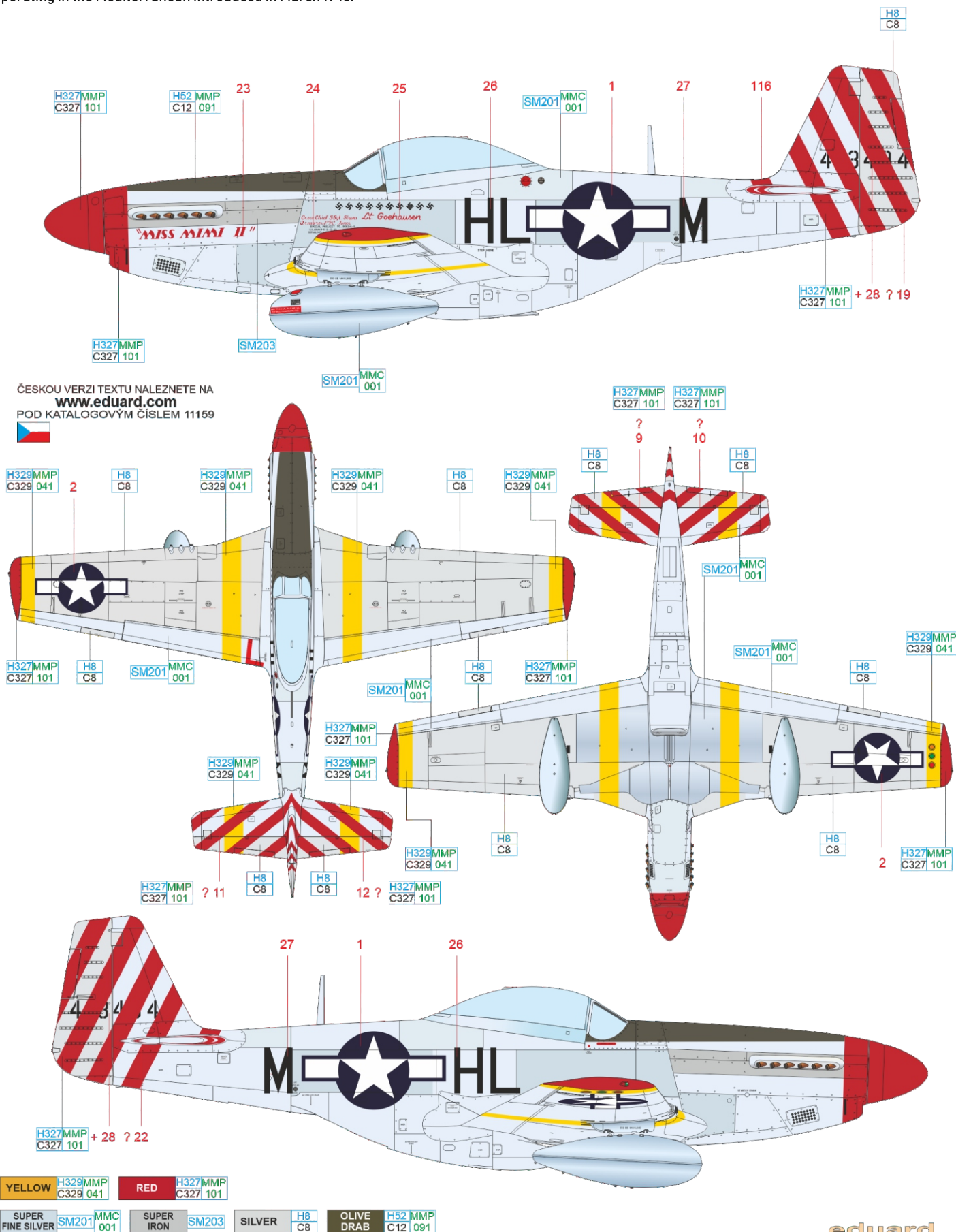


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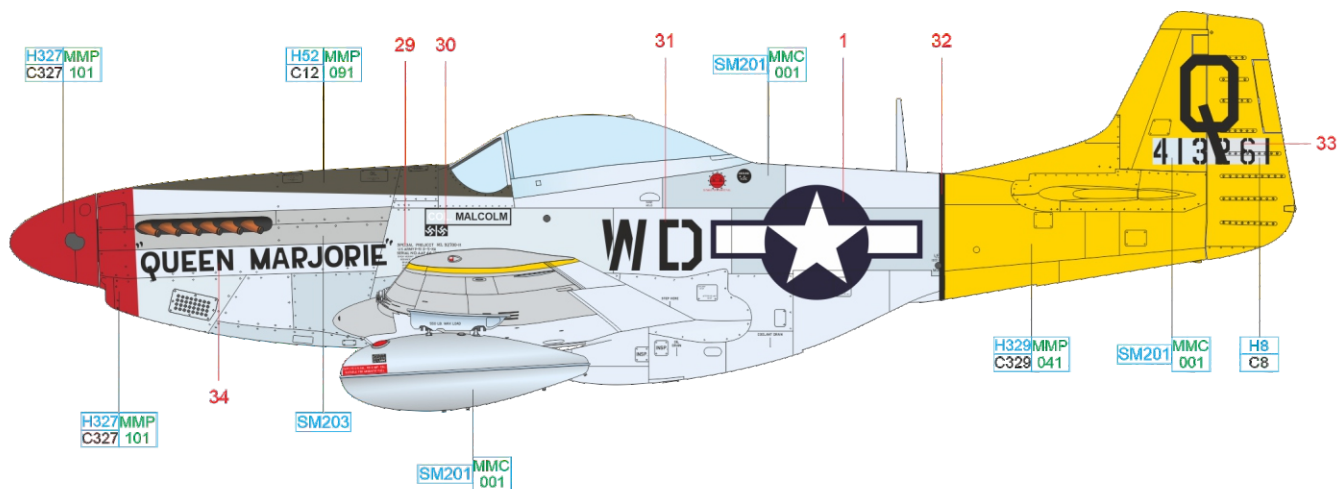
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After the previous deployment with VIII Fighter Command in Great Britain the 308th Fighter Squadron was sent to Africa within the 31st FG under the 12th AF command. Here this unit took part in the support of the landings in Sicily, Salerno and at Anzio. In Great Britain its pilots flew Spitfires Mk.V but during the Africa fighting they converted to the modern Spitfires Mk.VIII and Mk.IX. In April 1944 the 308th FS (together with the other 31st FG squadrons) was re-equipped with Mustangs which they flew within the 15th AF escorting the four-engine bombers over the targets in the occupied Europe and Germany as well. Walter John Goehausen was born on June 20, 1921, in St. Louis, Missouri. After his pilot training he was ordered to the 308th FS and while flying combat with it he scored ten kills of the enemy aircraft. Besides the oblique red stripes, the markings of the 31st FG aircraft, his Mustang, nicknamed Miss Mimi II, also carried the yellow stripes on the wings and the tail surfaces which was the marking of the American fighters operating in the Mediterranean introduced in March 1943.

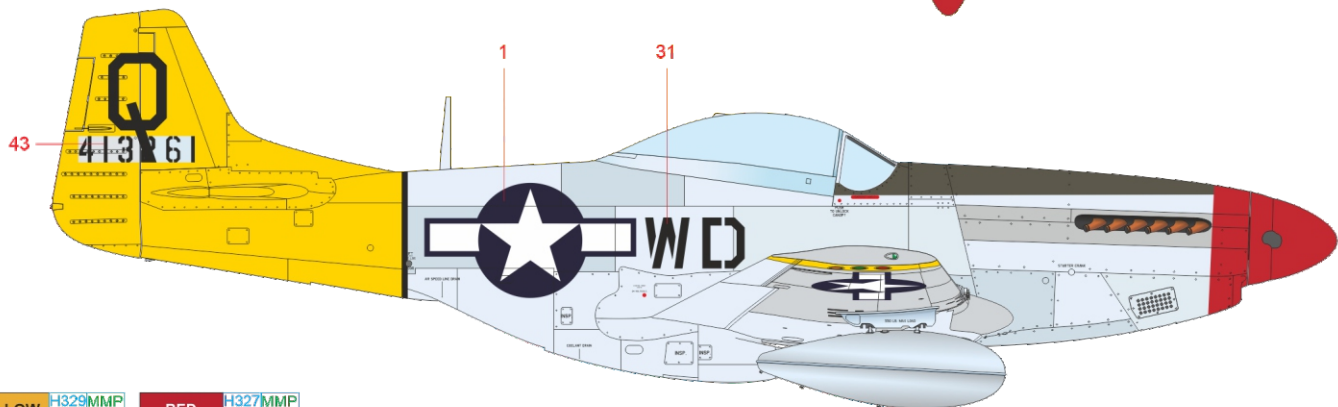
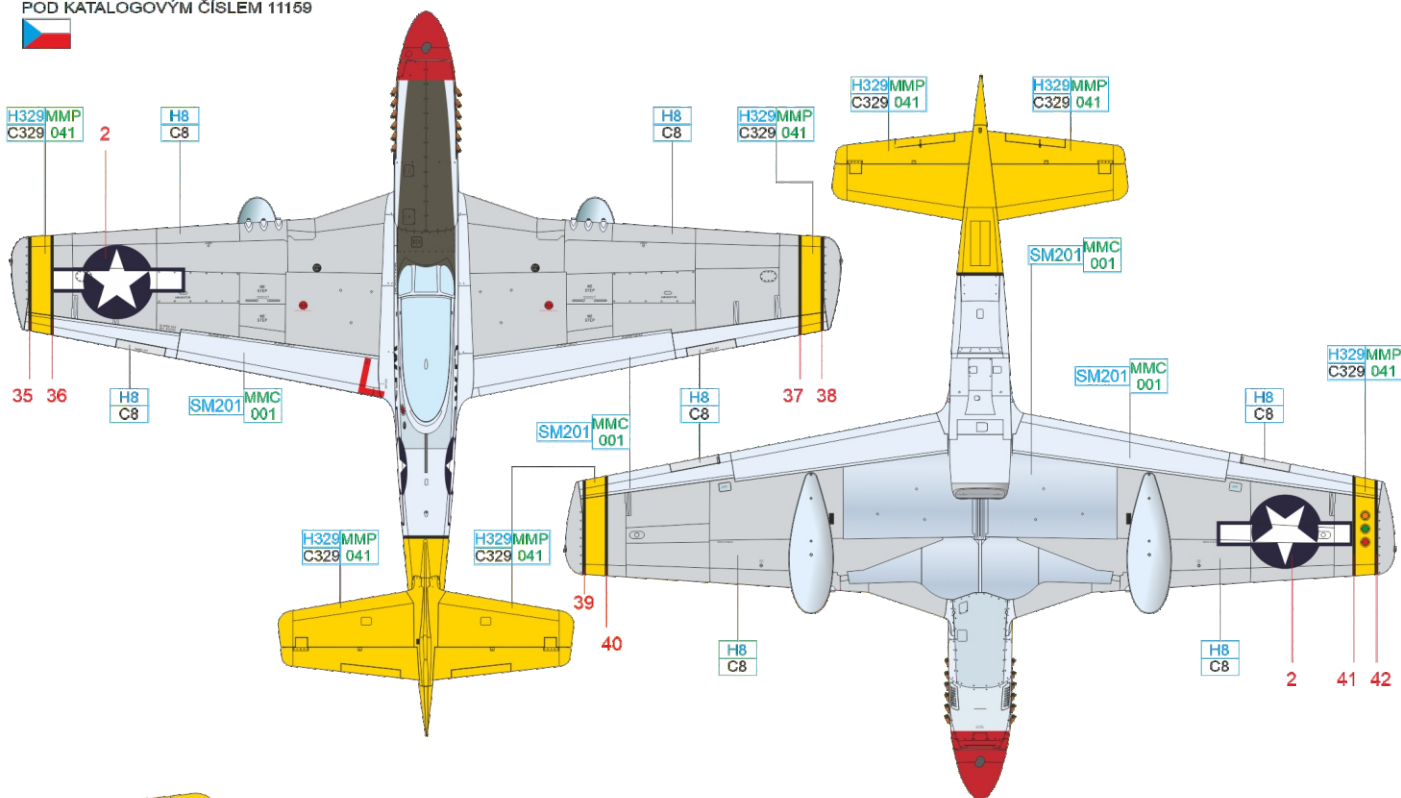


D P-51D-5, 44-13261, Col. Marion Malcolm, CO of 52nd FG, 15th AF, Madna, Italy, April 1945

The 52nd FG path to the Mediterranean battlefields was similar to the path of its sister 31st FG. Also, the pilots' training was conducted on P-39 and P-40 aircraft followed by the transfer to Great Britain where the pilots flew Spitfires Mk.V. They fought with this type during the landings in Africa, Sicily and Italy. In April 1944 the re-equipment to the Mustangs took place and the unit was transferred under the 15th AF command. The type of missions changed as well. The 52nd FG pilots were to continue flying escorts for the four engine bombers on their raids over the occupied territories, Germany and her Allies. Marion Malcolm assumed command of the 52nd FG on August 27, 1944, and led the unit until the end of WWII. At the end of his tenure with 52nd FG, until his return to the USA in August 1945 he flew his personal aircraft nicknamed Queen Marjorie.



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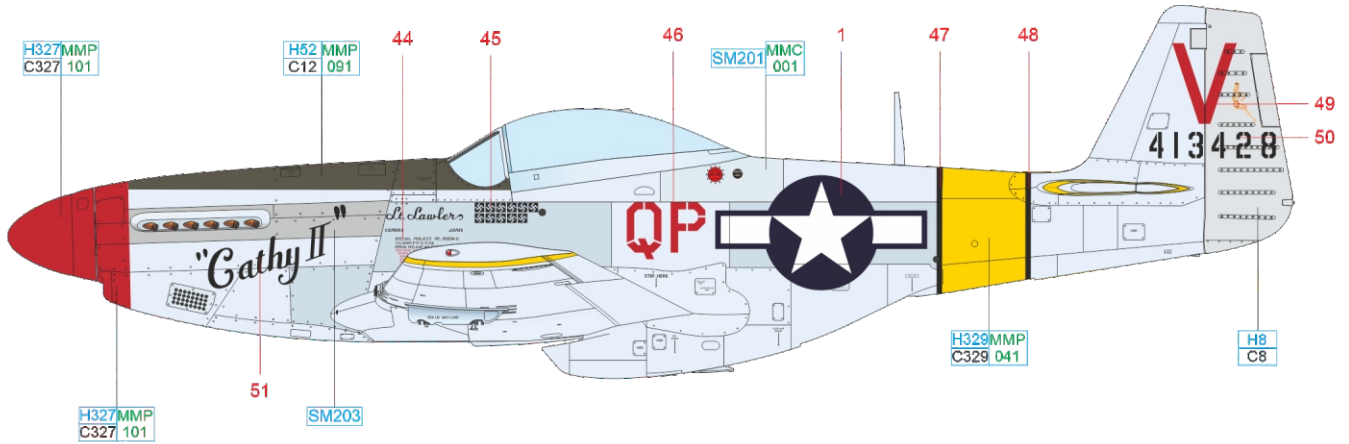


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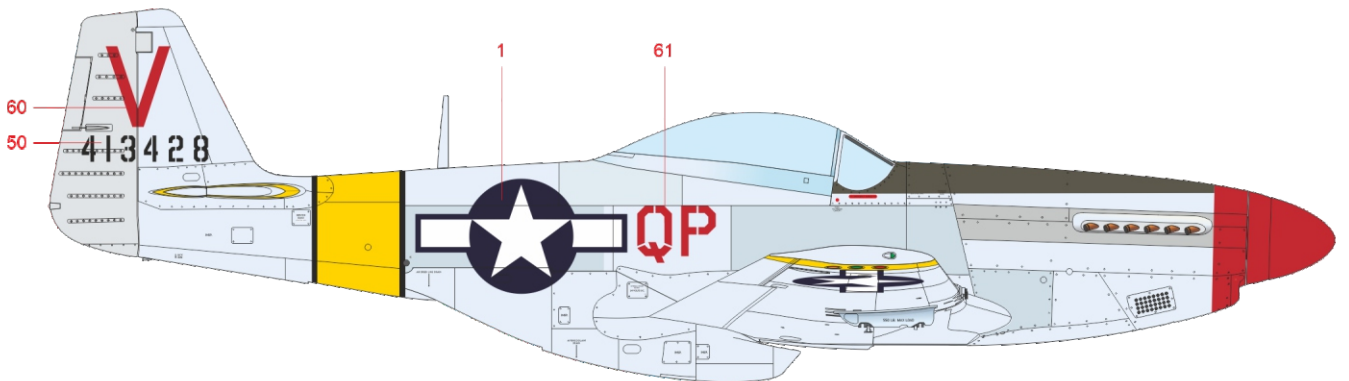
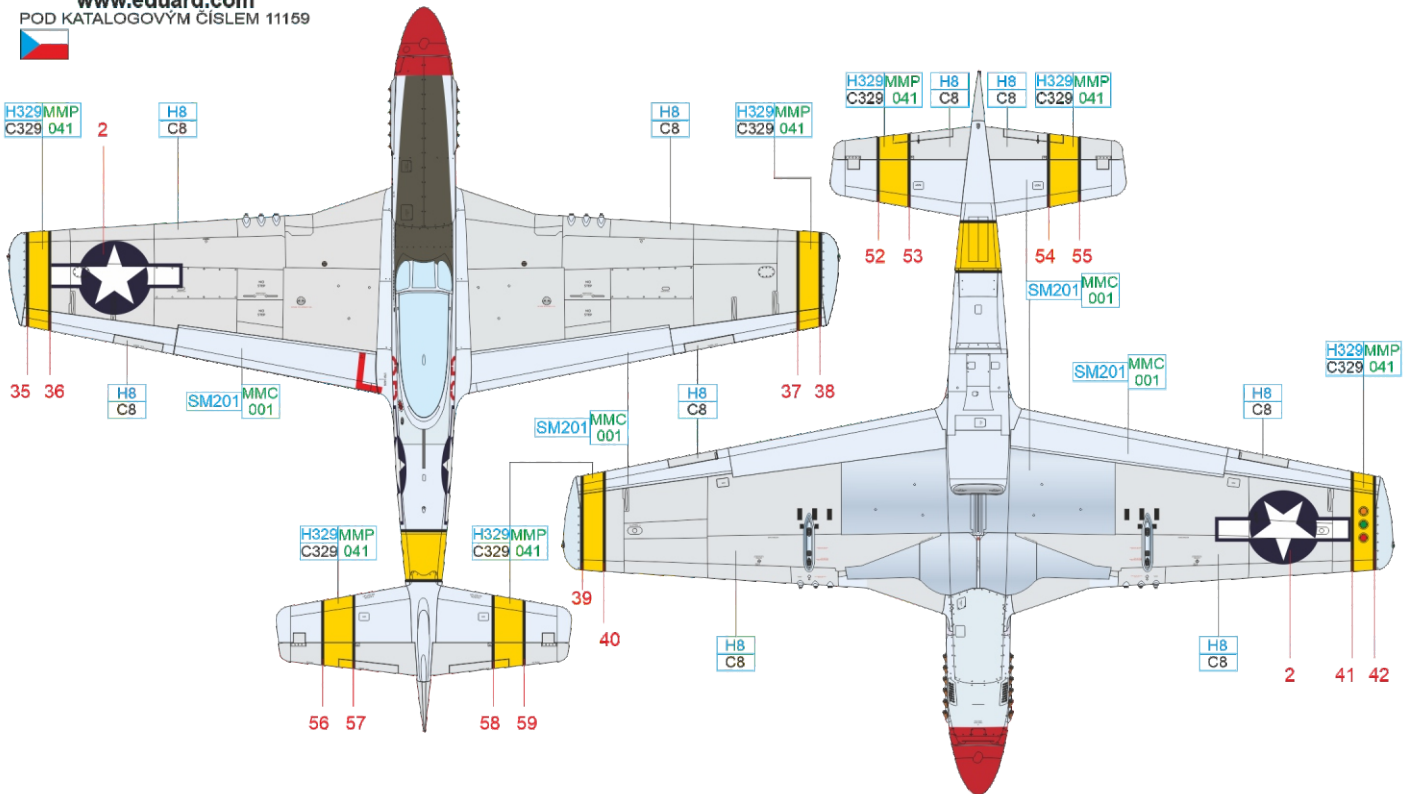
SUPER FINE SILVER SM201 MMC 001 SUPER IRON SM203 SILVER H8 C8 OLIVE DRAB H52 MMP C12 091

E P-51D-5, 44-13428, Lt. John B. Lawler, 2nd FS, 52nd FG, 15th AF, Madna, Italy, July 1944

Because during the escort missions of the four-engined bombers the friendly fire on the escorting fighters took place often, the 52nd Fighter Group Mustangs carried for easier friend-foe recognition the yellow band around the fuselage in front of the tail surfaces. Later the whole tail was painted yellow. Sporting the yellow band at the end of July, the photographer captured the aircraft of Norfolk, Virginia native Lt. Lawler who on July 25, 1944, scored his 10th and 11th kill as documented by the kill marks under the canopy. John Barry Lawler christened his Mustang Candy II. His previous Mustang P-51C carried the name Candy. There is an Albert Vargas' pin-up girl drawing glued next to the vertical surface code letter.



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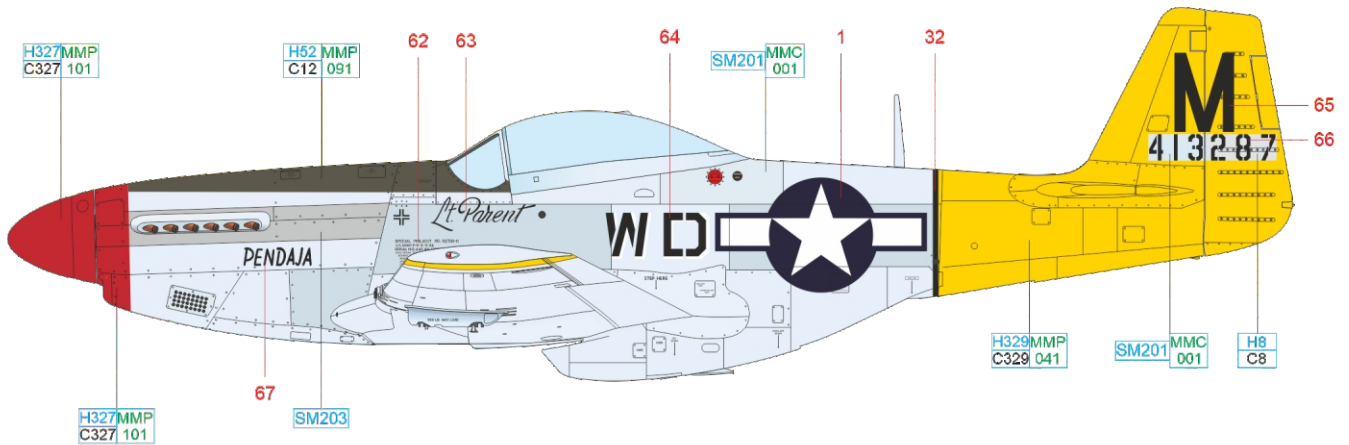


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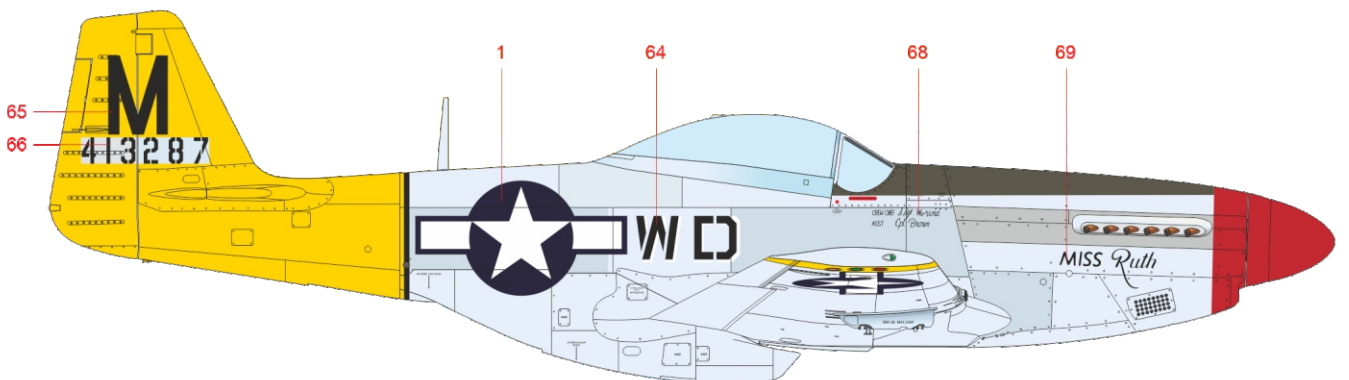
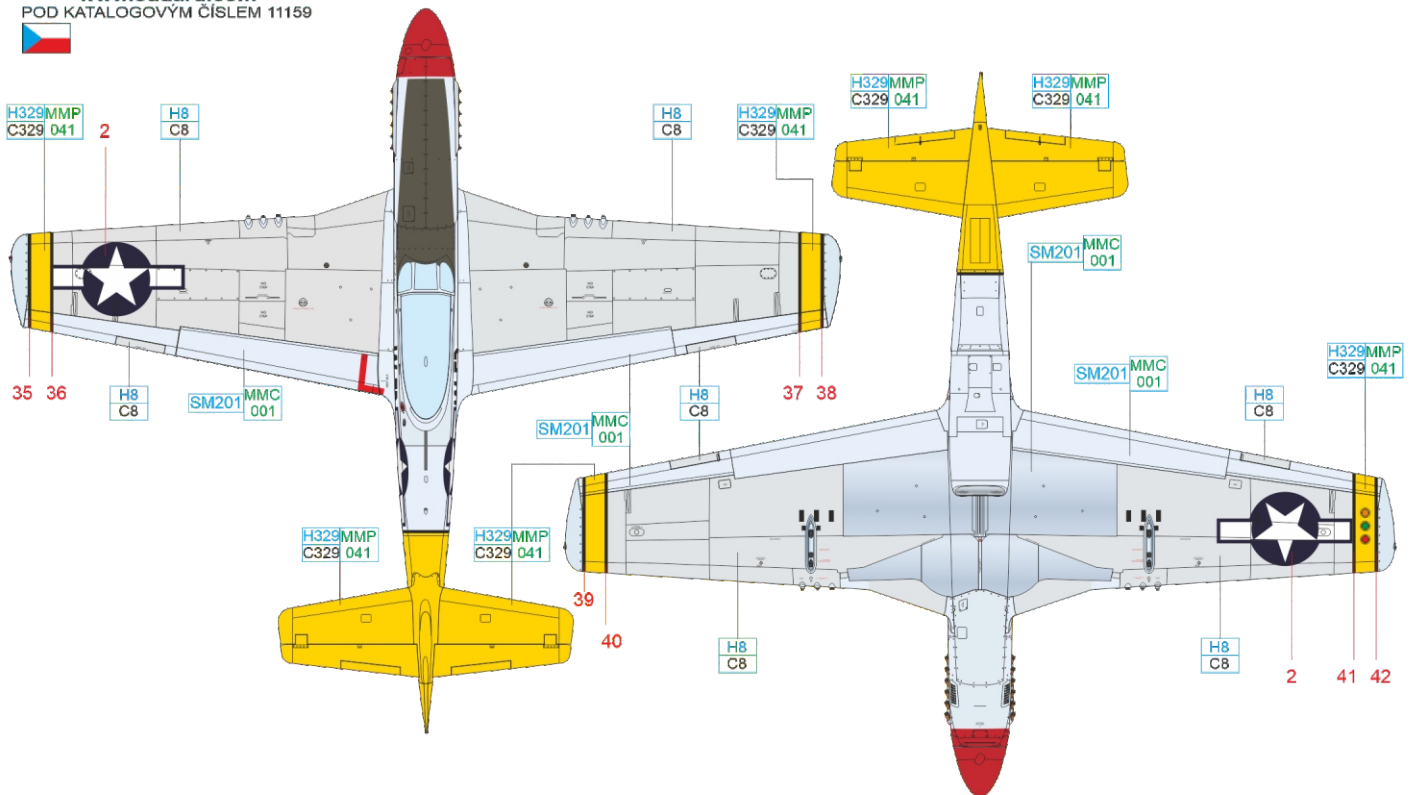
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F P-51D-5, 44-13287, Lt. William Parent, 4th FS, 52nd FG, 15th AF, Madna, Italy, August 1944

On September 1, 1944, a flight by Maj. Wyatt P. Exum made this aircraft famous. Returning from the mission to Hungary this pilot landed near Lt. Charles Wilson's Mustang who had to make the emergency landing due to the damage sustained during the attack on the train. He took the unhurt pilot into the cockpit and together they flew 400 miles back to the Madna airport. William Parents' Mustang sported the whole tailplanes painted in yellow, on the port it carried the inscription PendaJa and Miss Ruth on the starboard.

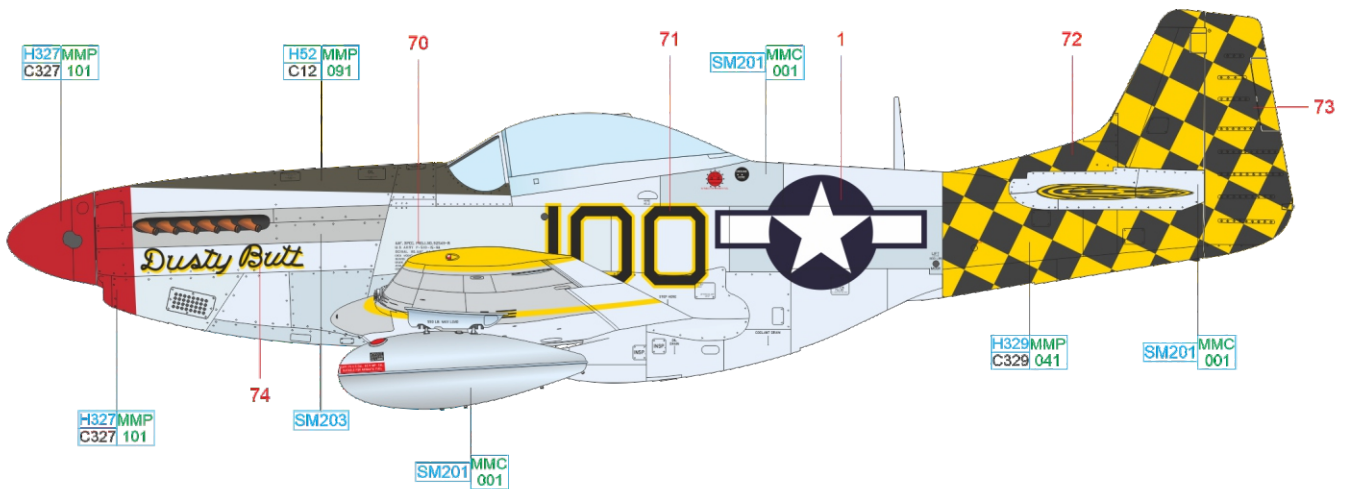


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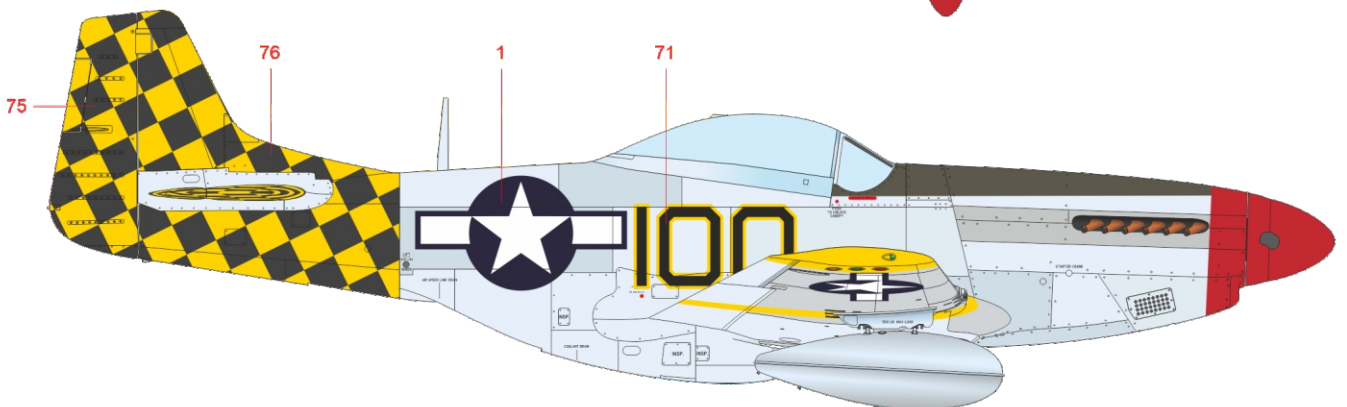
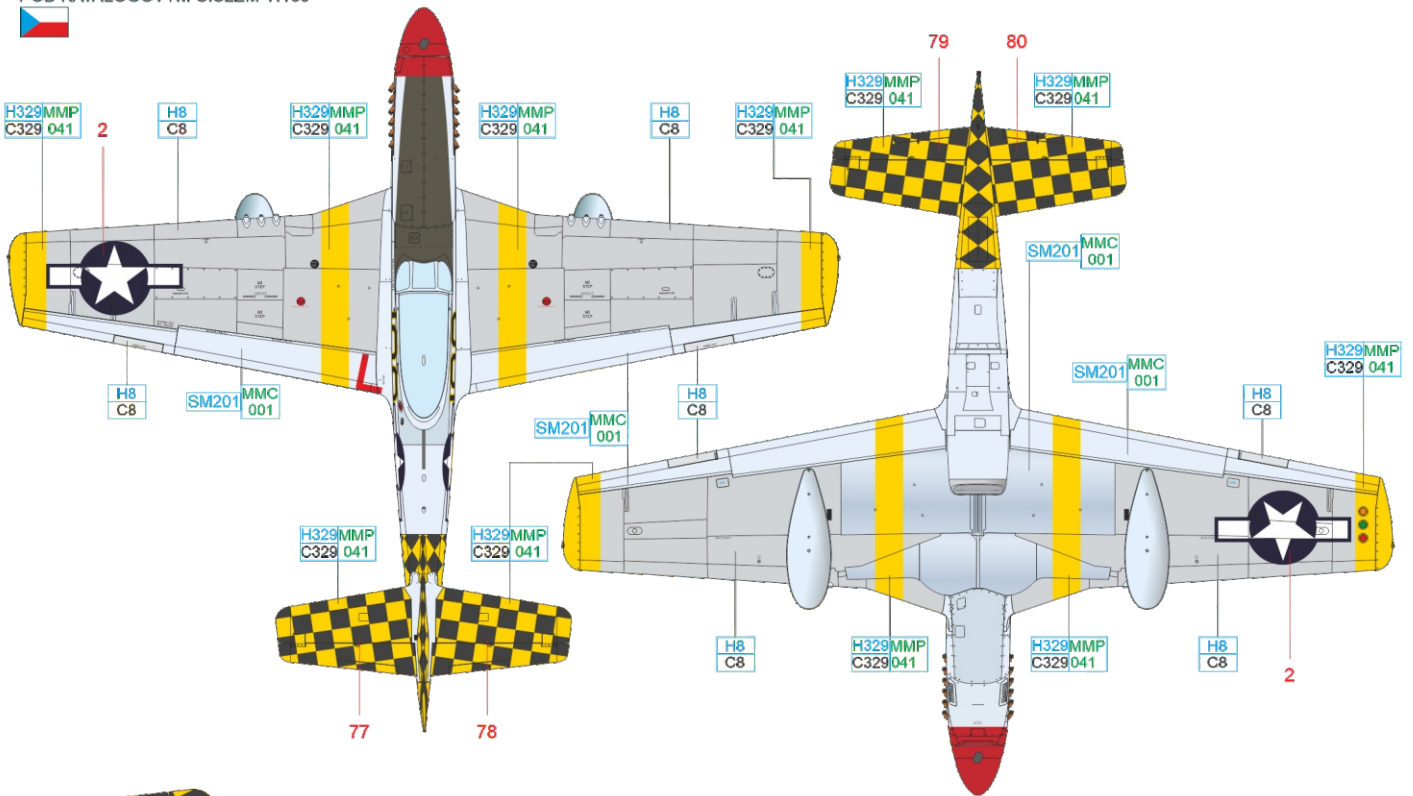


YELLOW	H329MMP C329 041	RED	H327MMP C327 101
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203
SILVER	H8 C8	OLIVE DRAB	H52 MMP C12 091

Felix Louis Vidal was born on July 22, 1912, in Madison, South Dakota. After graduation from Madison High School, he enlisted in the military academy in West Point. After the graduation, he went through pilot training and when the USA entered WWII he held the staff and command posts. On March 2, 1945, he assumed command of the 325th Fighter Group and on June 6, 1945, Lt. Col. Wyatt P. Exum replaced him in this role. Felix Vidal's further career was associated with the aviation and army and he retired in 1963 with the rank of Brigadier General. He passed away on July 16, 1983, in Brevard, Florida. During his tenure with the 325th FG, nicknamed Checkertails due to their recognition markings, Felix Vidal flew Mustang christened *Dusty Butt*. On May 31, 1945, this airplane was damaged during the crash.



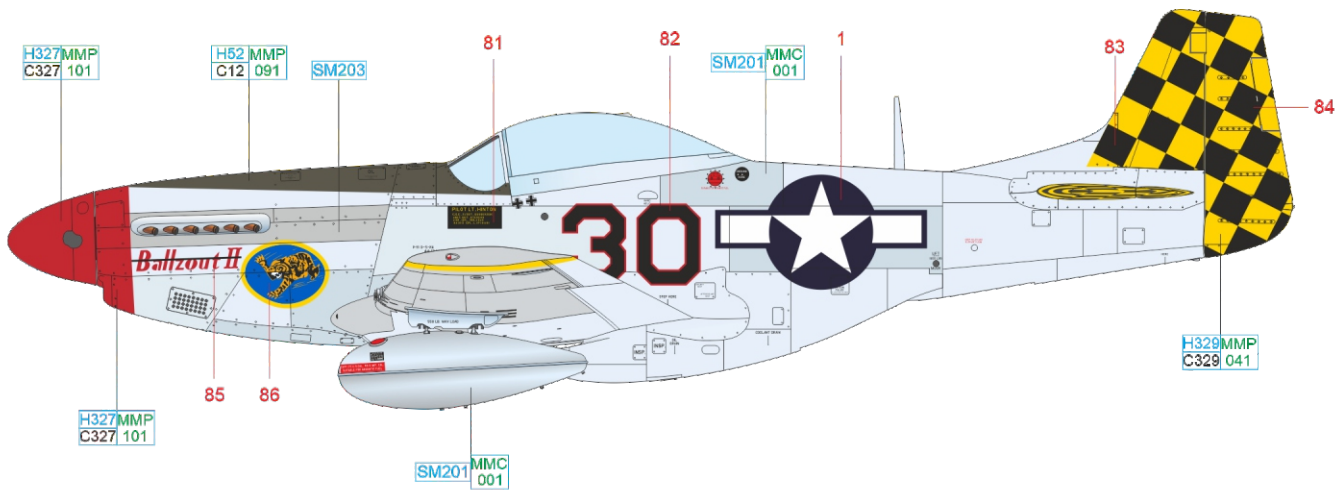
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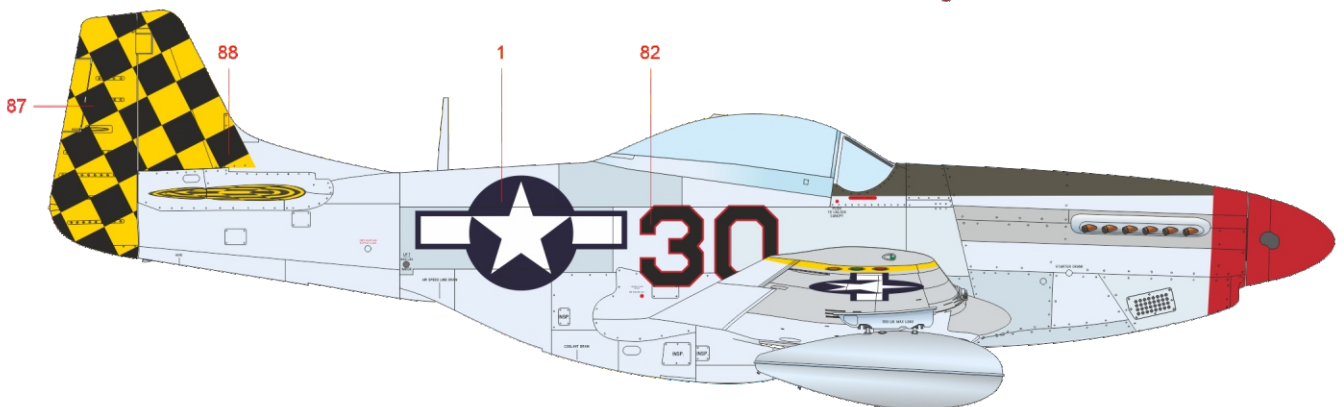
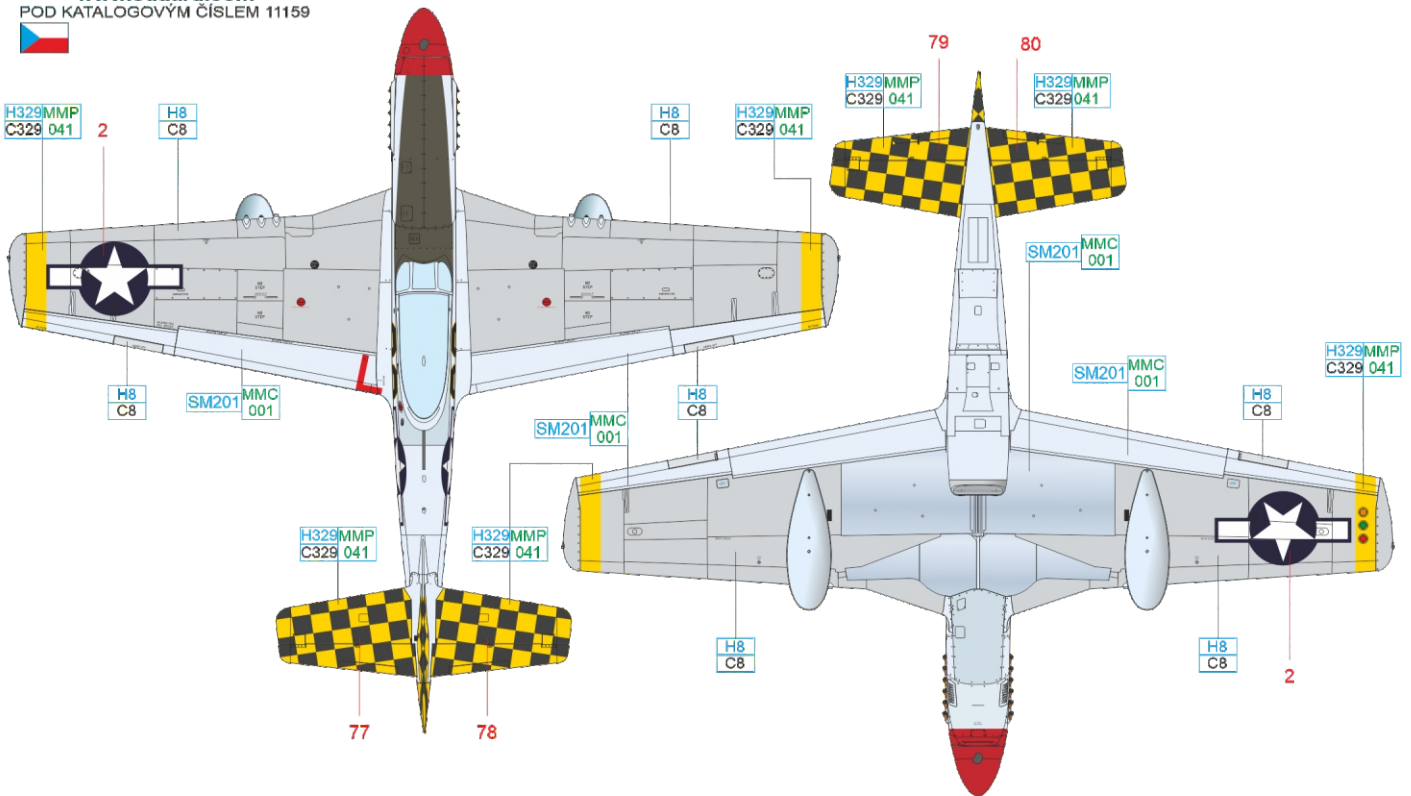
YELLOW	H329MMP C329 041	RED	H327MMP C327 101
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203
SILVER	H8 C8	OLIVE DRAB	H52 MMP C12 091

H P-51D-5, 44-13440, Lt. William R. Hinton, 317th FS, 325th FG, 15th AF, Lesina, Italy, September 1944

The 317th FS was activated on July 1, 1942, on Rhode Island and after six months of the intense training on P-40, together with its sister squadrons from the 325th FG it was transferred to North Africa. While there it was put under the 12th AF command and fought in Algeria and Tunisia. In the beginning of September 1943, the unit started its conversion to P-47 after which the whole group was ordered to bombers' escorting missions under the 15th AF command. In May 1944 the unit started to fly Mustangs which they operated until the end of war. William "Billy" Hinton, the ace with five kills, christened his aircraft BALLZOUT II (the name BALLZOUT was also carried by his first Mustang P-51C). The inscription was painted together with his personal insignia in the form of a spittin' tiger.



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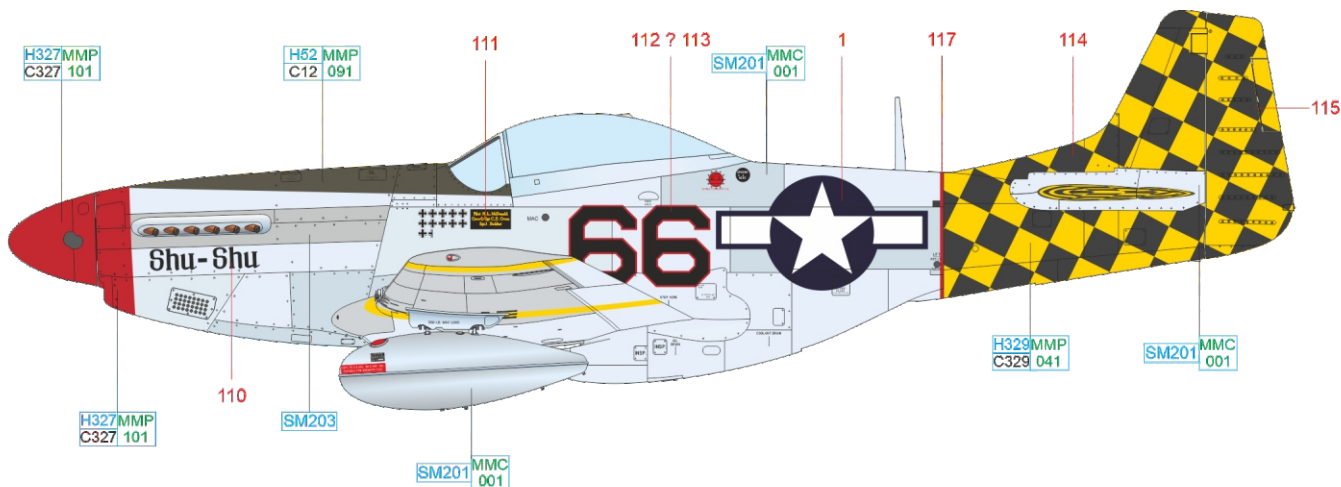


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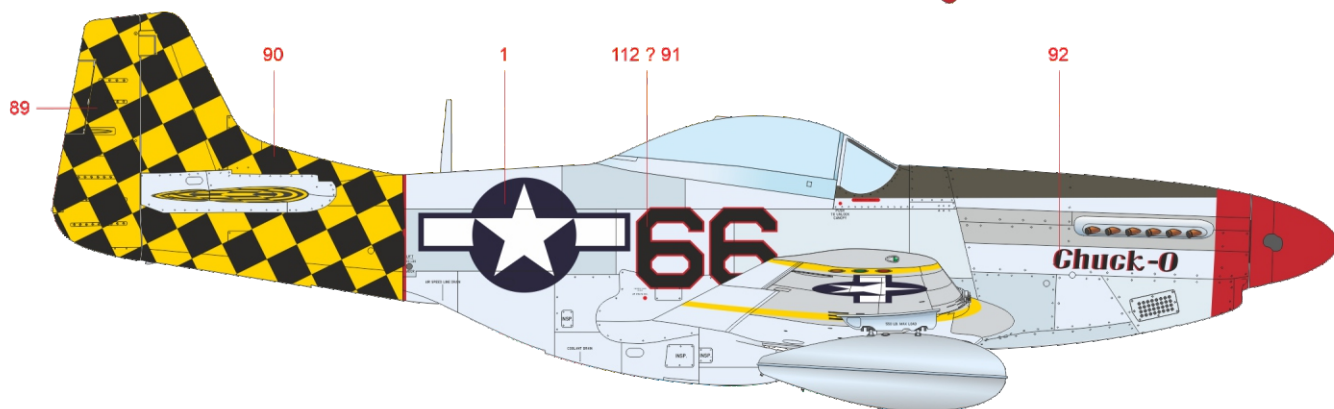
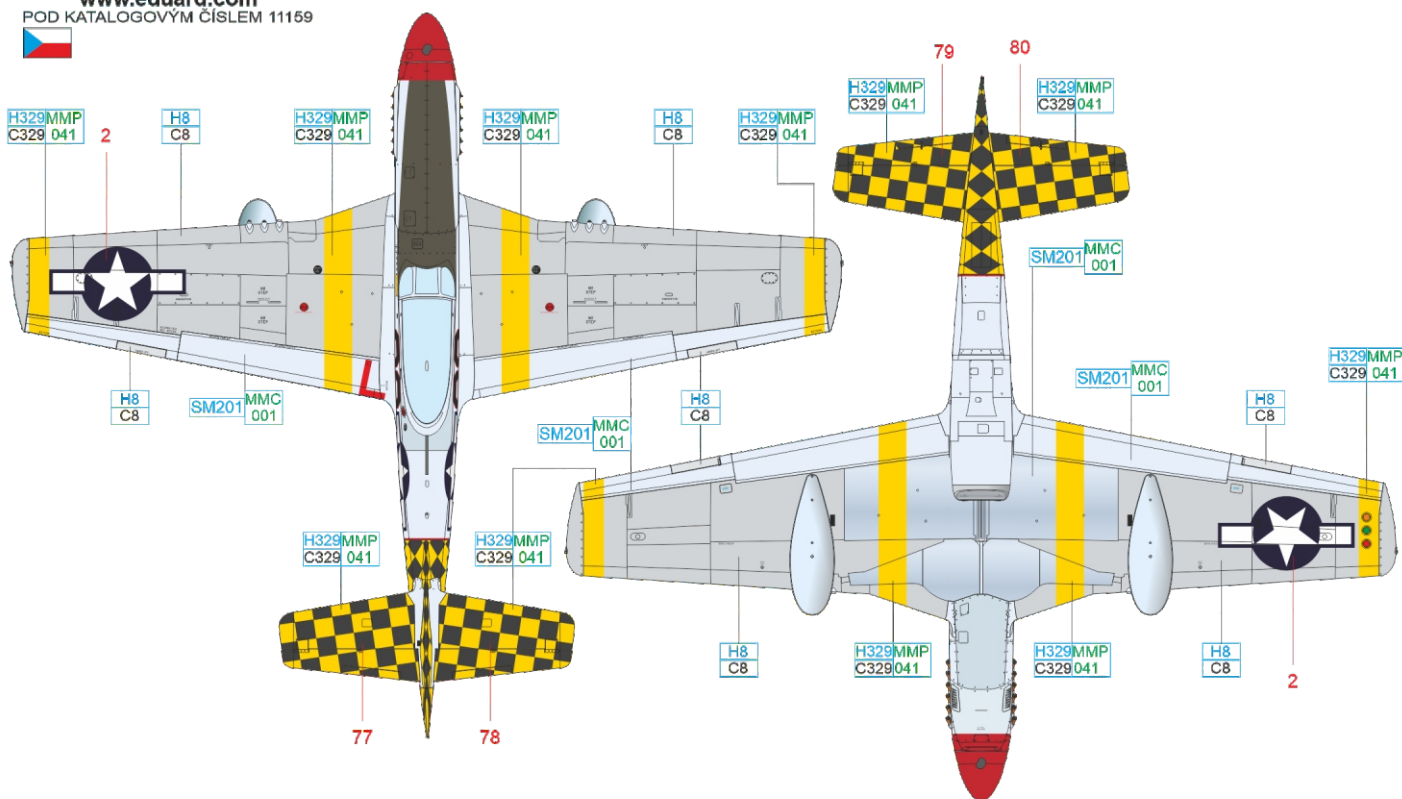
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Norman Leroy McDonald was born on January 21, 1918, in Framingham, Massachusetts and in the second half of 1930s underwent civilian pilot training. He continued training with the Army Air Force which he completed in December 1941. In May 1942 he was ordered to the 52nd FG, namely the 2nd FS. With this unit he flew in the North African campaign and after he finished his tour of duty from October 1943 he went through the conversion to P-47 in the USA. After that, he was sent to Checkertails on his own request in August 1944. He assumed the command of the 318th Fighter Squadron and held this post until January 5, 1945. While he flew with the 318th FS he added four kills of the enemy aircraft to his 7.5 air victories scored with the 2nd FS.



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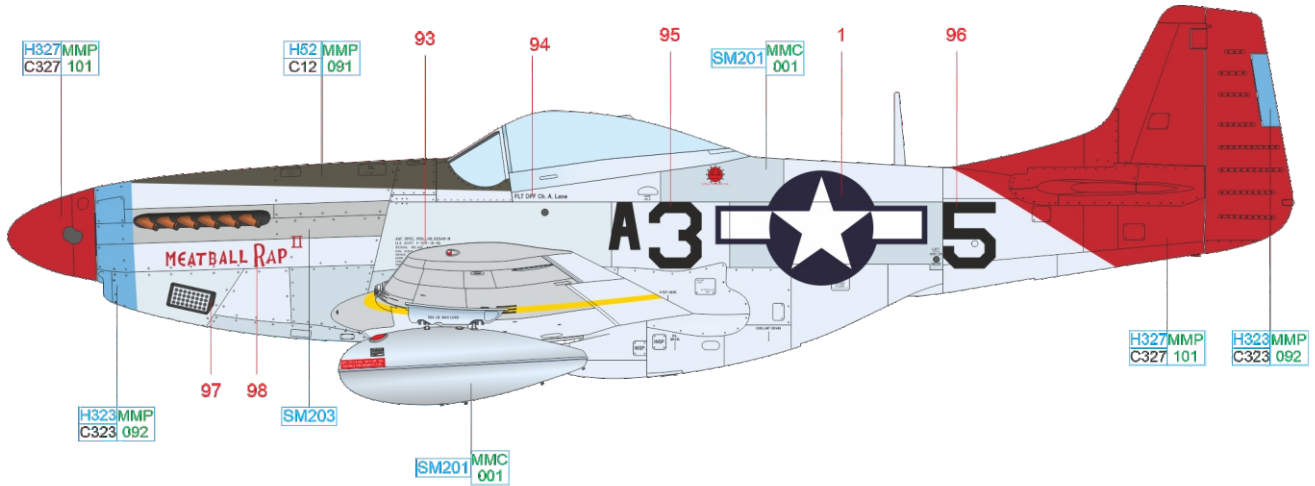


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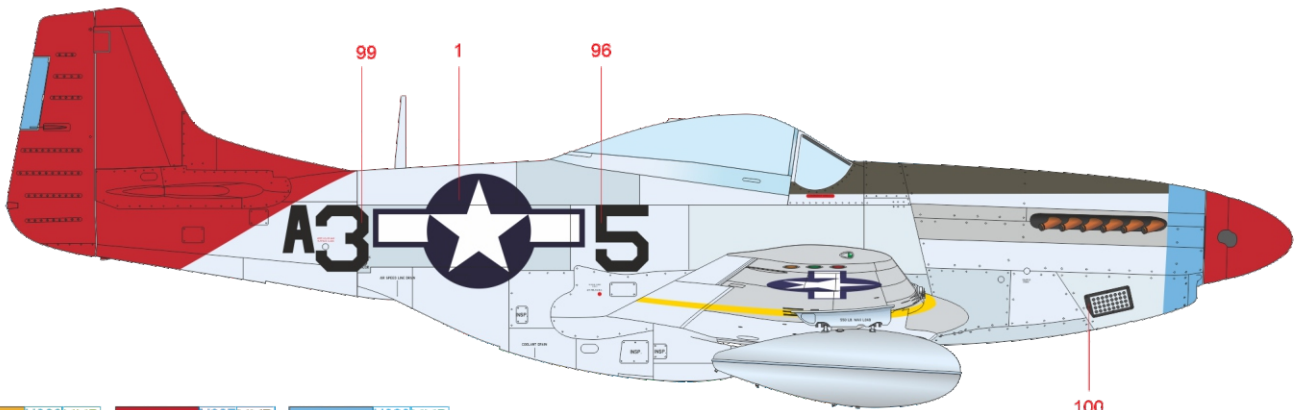
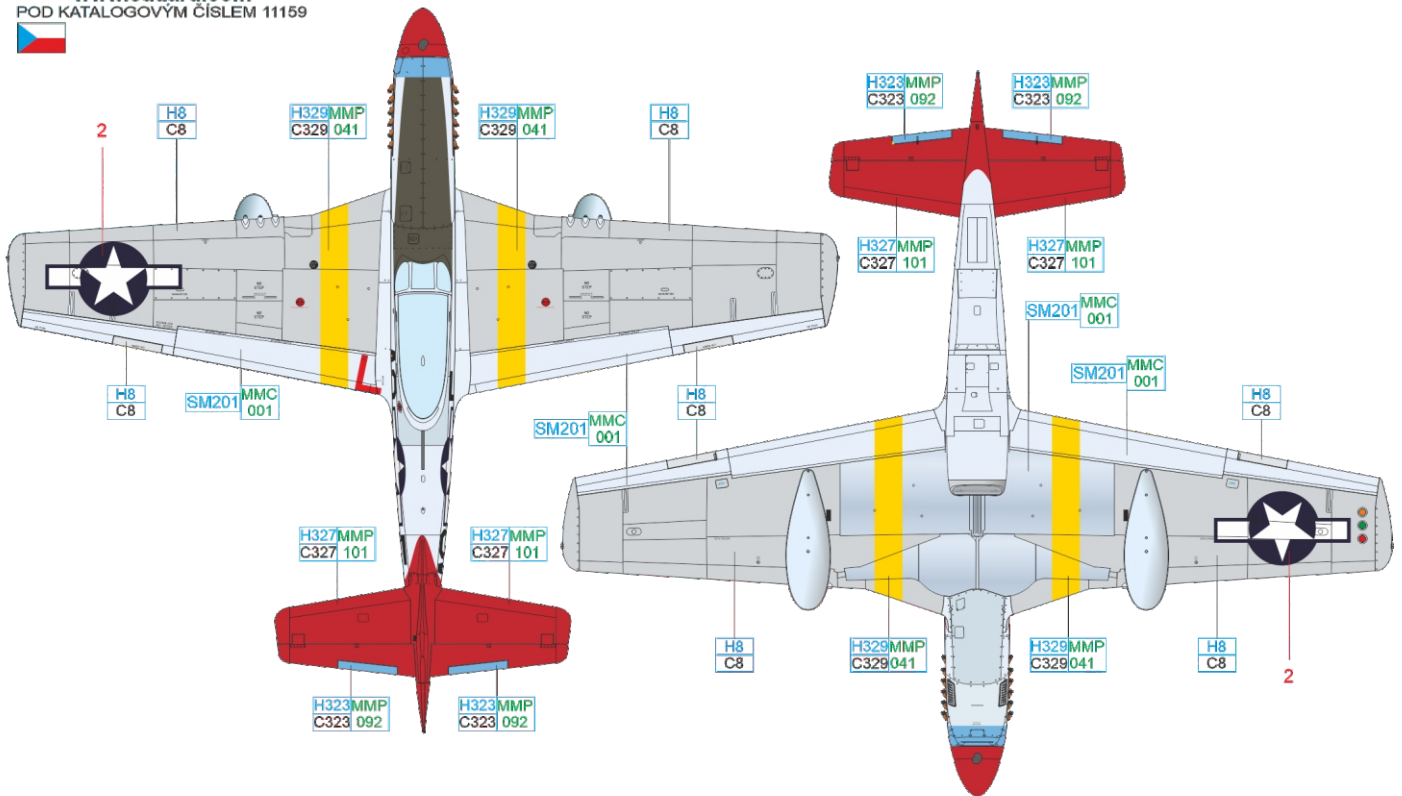
SUPER FINE SILVER SM201 MMC 001 SUPER IRON SM203 SILVER H8 C8 OLIVE DRAB H52 MMP C12 091

J P-51D, Flt. Off. Charles A. Lane, 99th FS, 332nd FG, 15th AF, Ramitelli, Italy, March 1945

Charles Lane, St. Louis, Missouri native started his pilot training in 1943 in Tuskegee, Alabama. After its completion he was ordered to 99th FS where, until the end of war he completed 26 missions on P-47 and P-51. He continued in the military career after the war and spent altogether 27 years flying fighters, transports and even B-52 bombers. In 1970 he retired with the rank of Lieutenant Colonel. He passed away in 2016. Same as the other sister squadrons of the 332nd Fighter Group, the 99th Fighter Squadron aircraft marking was the rear fuselage and tail surfaces painted in eye-catching overall red which helped the crews of the escorted bombers to recognize their own fighters. The marking gave the unit the nickname Red Tails.



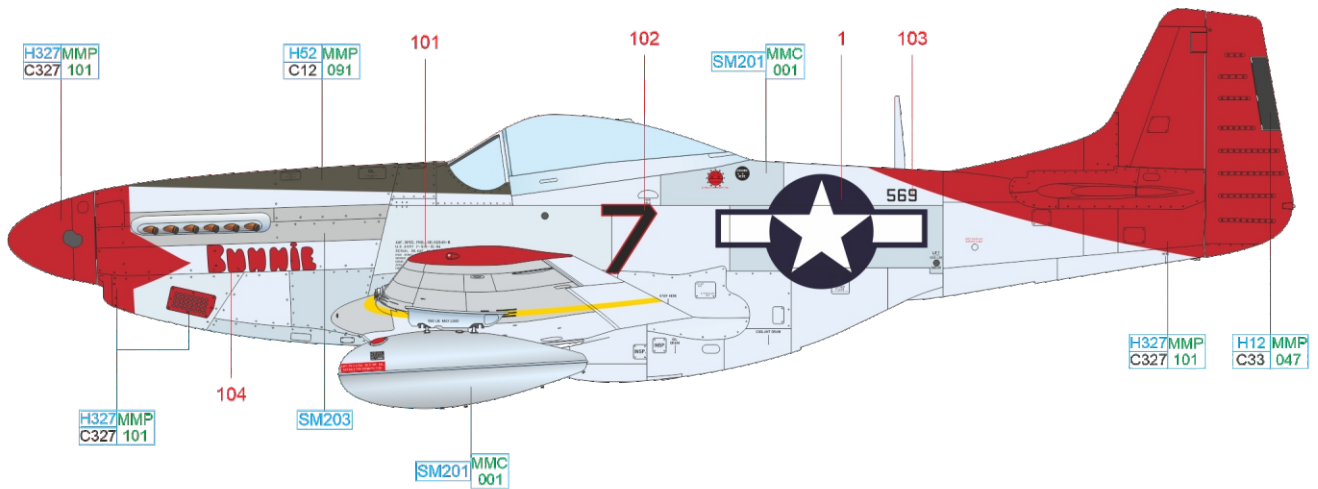
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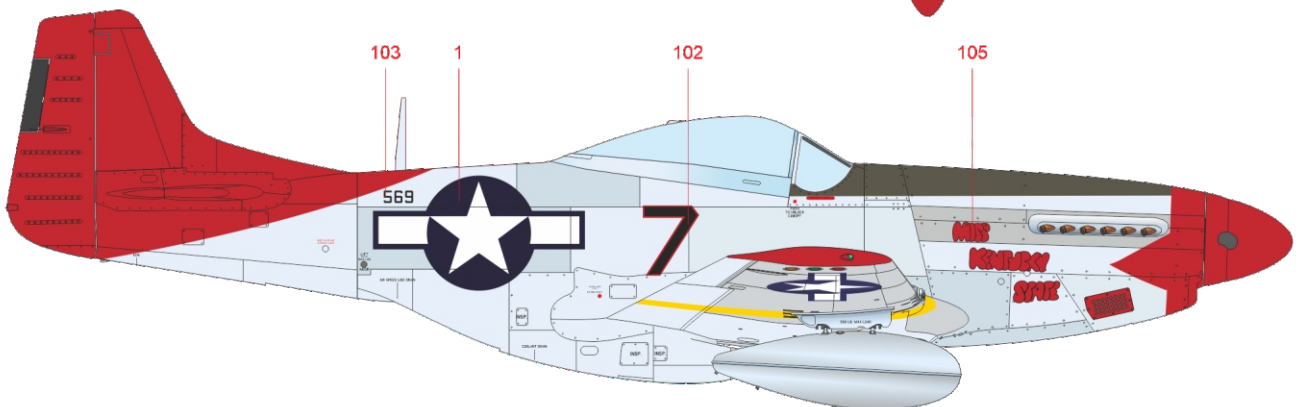
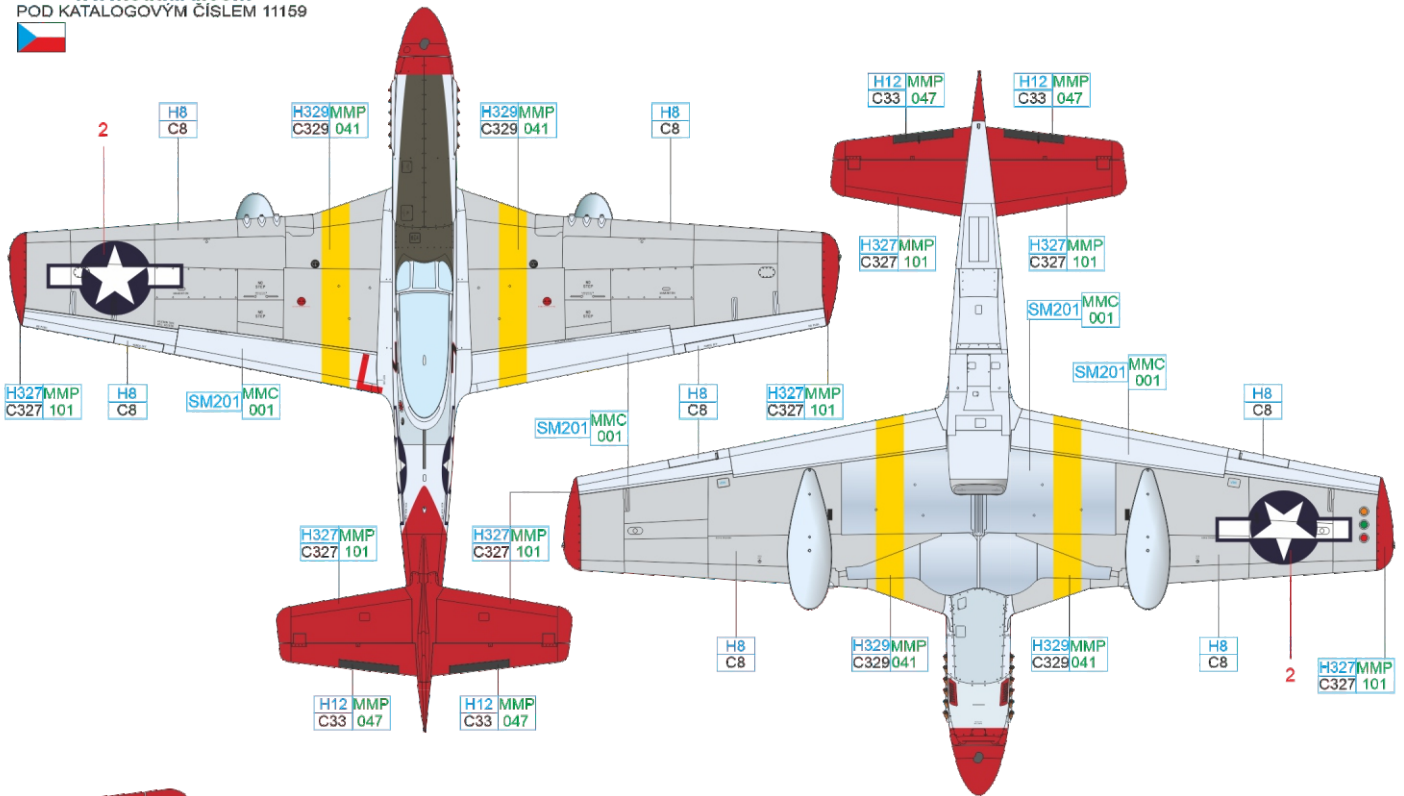
YELLOW	H329MMP C329 041	RED	H327MMP C327 101	LIGHT BLUE	H323MMP C323 092
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8
				OLIVE DRAB	H52 MMP C12 091

K P-51D-15, 44-15569, Capt. Roscoe C. Brown, CO of 100th FS, 332nd FG, 15th AF, Ramitelli, Italy, 1945

Roscoe Conkling Brown was born on March 9, 1922, in Washington, DC. In 1943 he completed his bachelor's studies at the university in Springfield. The same year he enlisted in the USAAF, completed the training at the aviation school in Tuskegee after which he was ordered to the 100th FS where he flew combat missions until August 1944. During WWII he flew 68 missions and in June 1945 he was given the command of the 100th FS. In 1945 he retired from the army air force with the rank of Captain. Later he obtained his PhD at the New York university and set on the academic career path. For more than 25 years he was a university of New York professor. He remained active in the field of education even after his retirement. He passed away on July 2, 2016. Brown's Mustang carried a numeral 7 on the fuselage nose, the inscription *Bunnie* of the port and *Miss Kentucky State* on the starboard. The last three digits of the serial number were painted above the fuselage national marking.

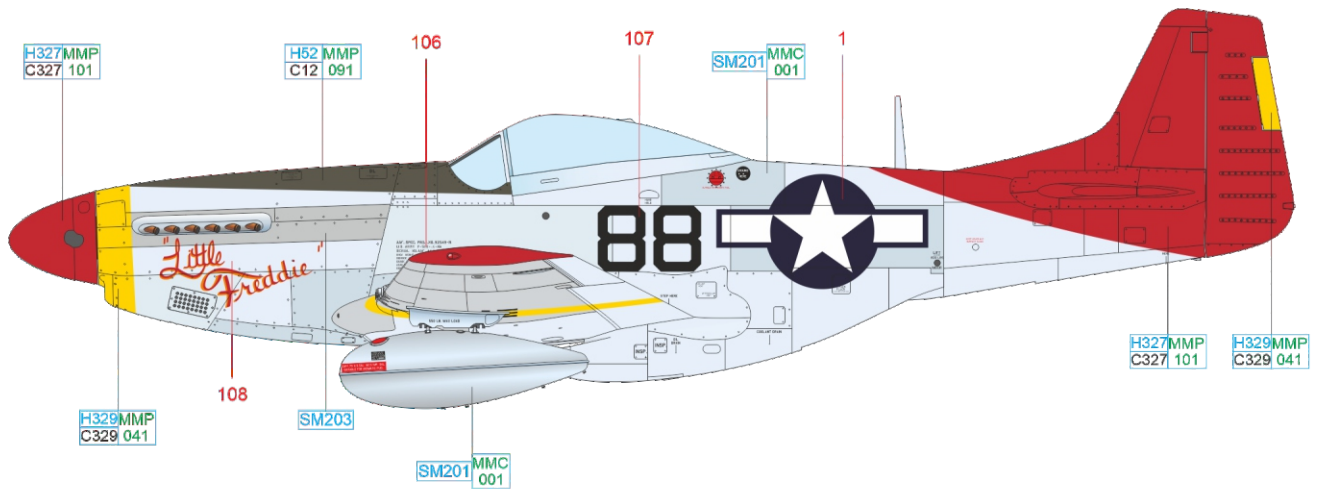


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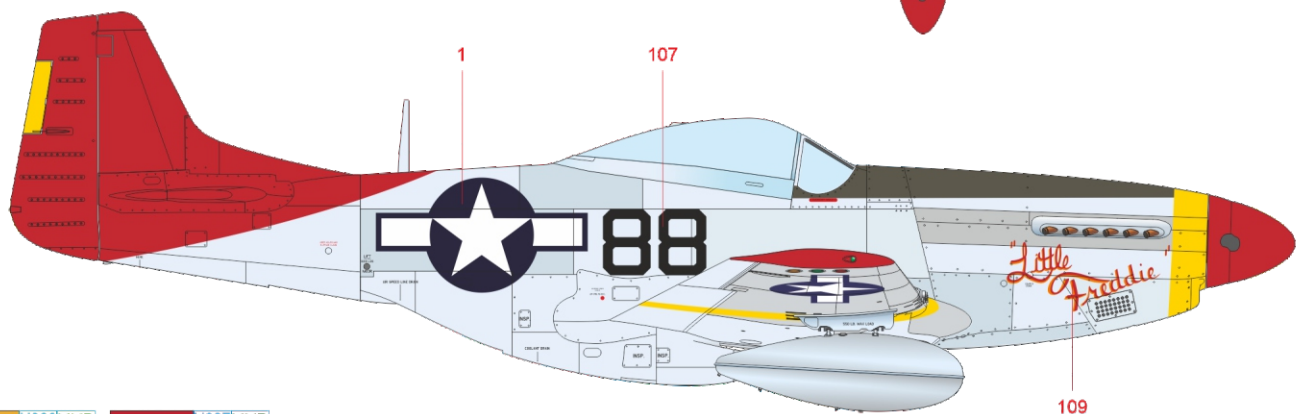
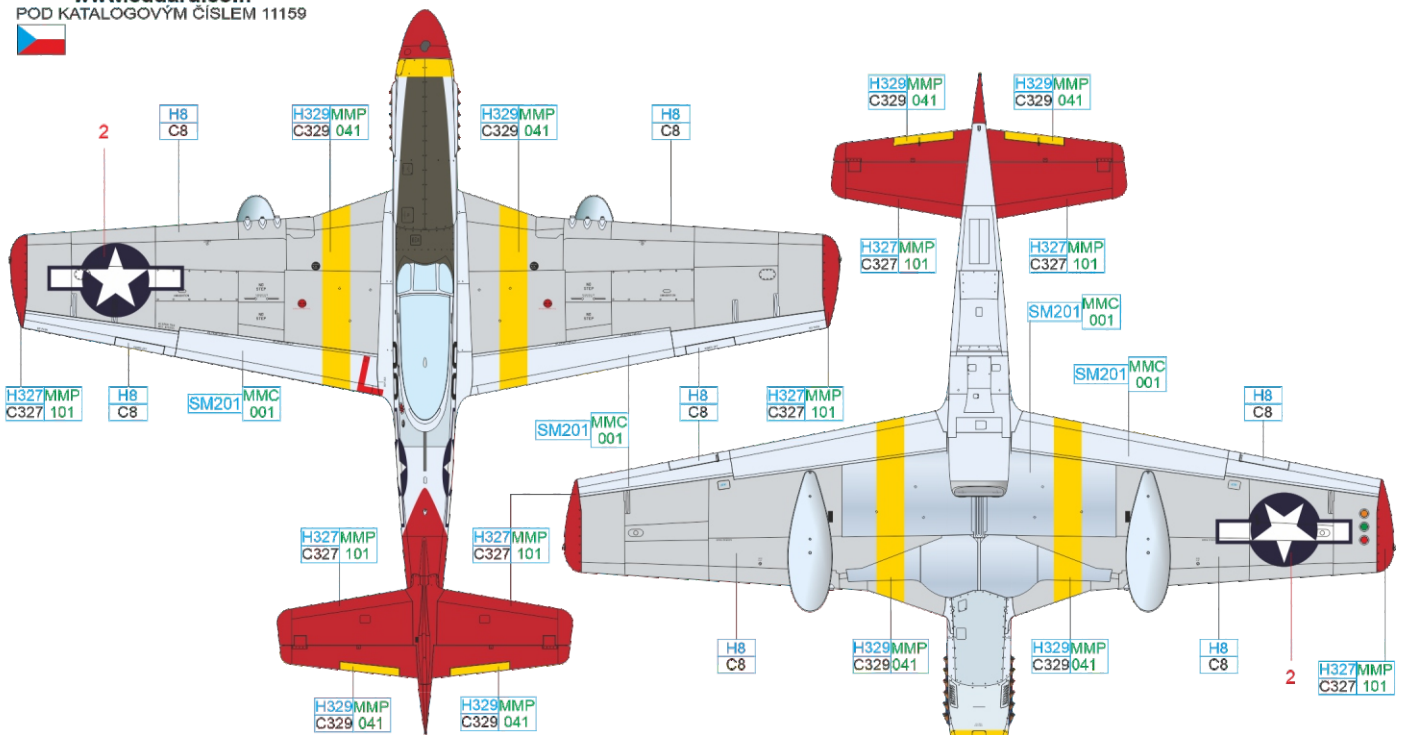


YELLOW	H329MMP C329 041	RED	H327MMP C327 101	BLACK	H12 MMP C33 047
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203	SILVER	H8 C8
				OLIVE DRAB	H52 MMP C12 091

Frederick Emmanuel Hutchins was born on September 16, 1920, in Donaldsonville, Georgia. On April 29, 1943, he completed his pilot's training in Tuskegee and from December was deployed in Italy with the 302nd Fighter Squadron. On February 5, 1944, Hutchins flew his first combat mission. On October 6, 1944, his unit participated in strafing the targets in Greece. During the attack on the airport Megara Hutchins' Mustang was shot down and its pilot crash landed on the Greek territory where he was saved by the local population. He returned to his home base in Ramitelli on October 23. His final score in WWII was four kills. He continued in the service including the Korean and Vietnam wars. All Mustangs flown by Hutchins were christened Little Freddie and same as all 332nd Fighter Group Mustangs sported the tail surfaces painted red. The 302nd Fighter Squadron marking within the group was yellow nose and two digits numeral on the fuselage.

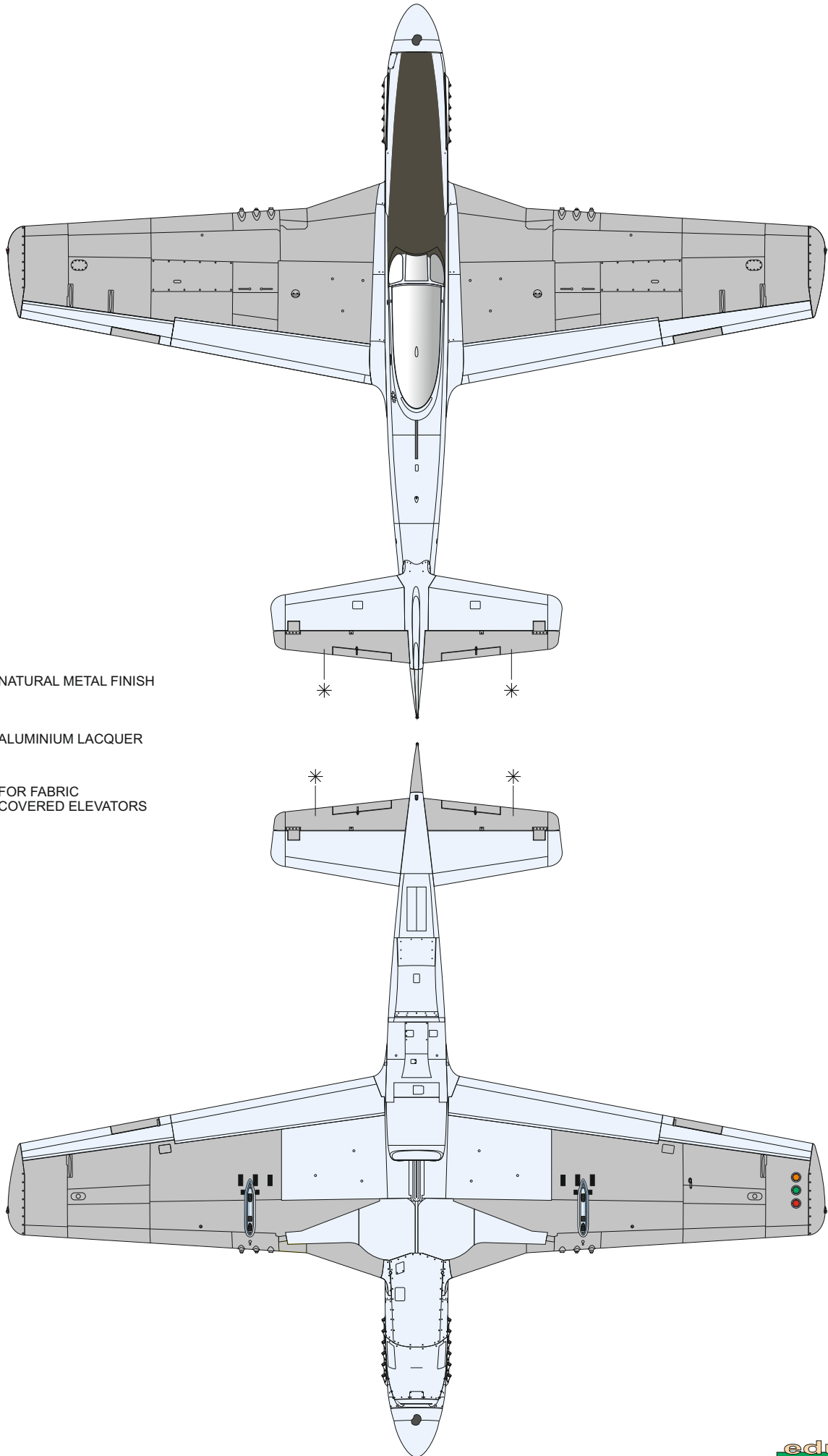




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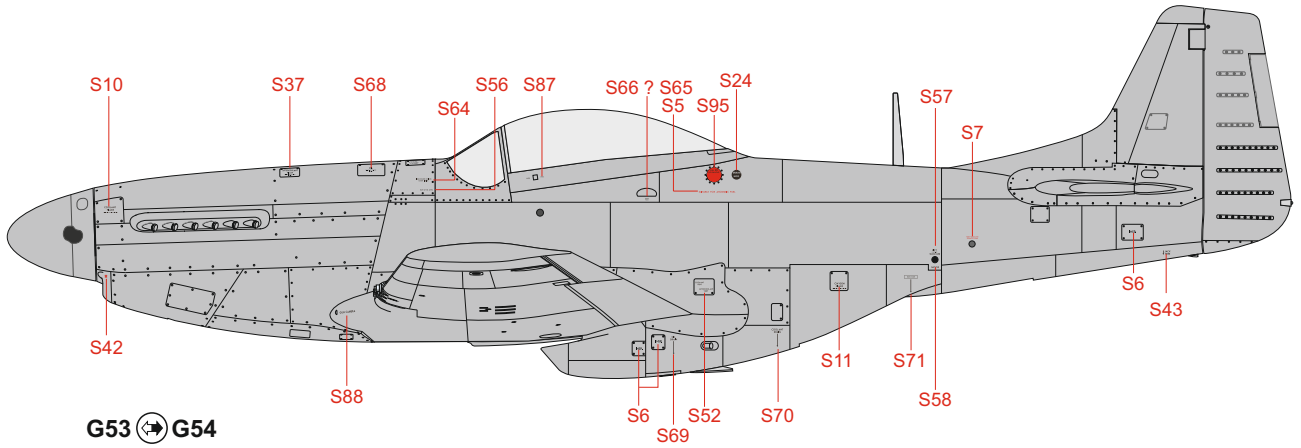


YELLOW	H329MMP C329 041	RED	H327MMP C327 101
SUPER FINE SILVER	SM201 MMC 001	SUPER IRON	SM203
SILVER	H8 C8	OLIVE DRAB	H52 MMP C12 091

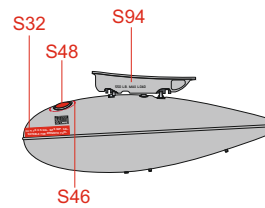
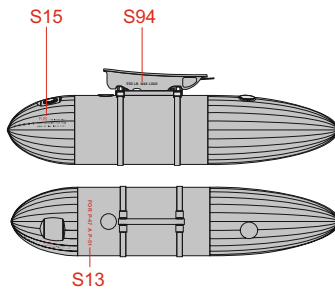
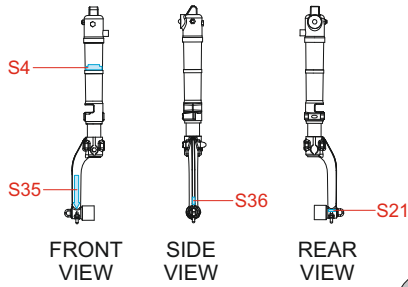
P-51D-5 ALUMINIUM LACQUER PAINTED AREAS



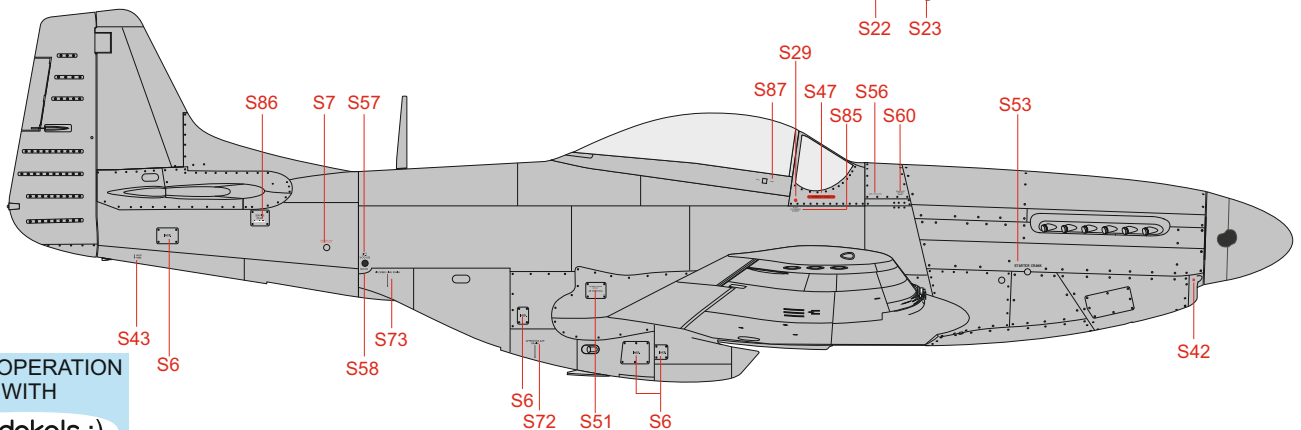
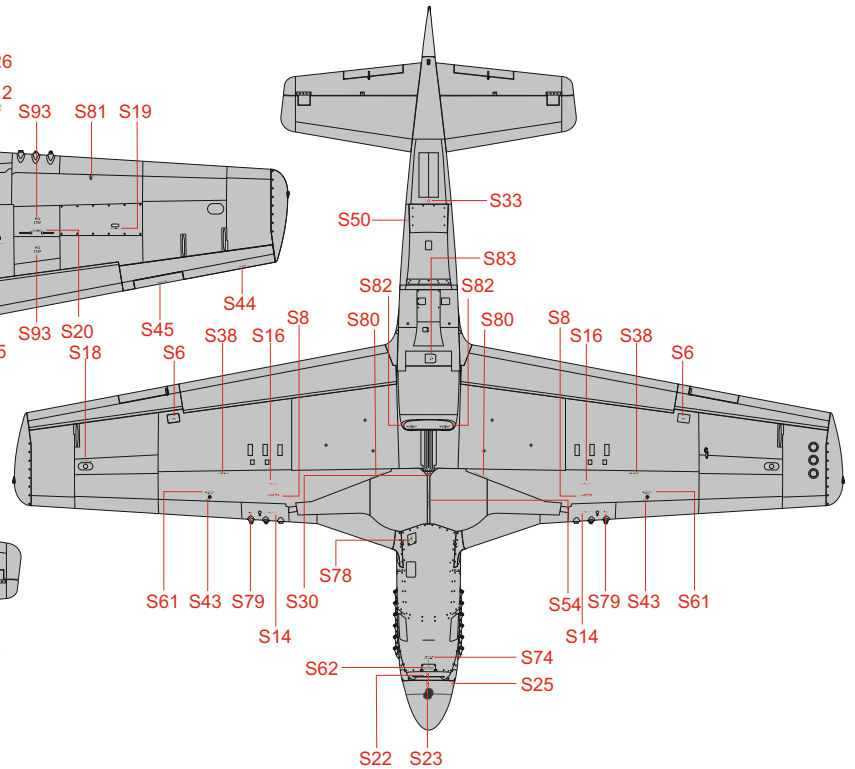
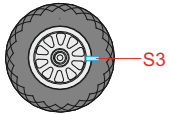
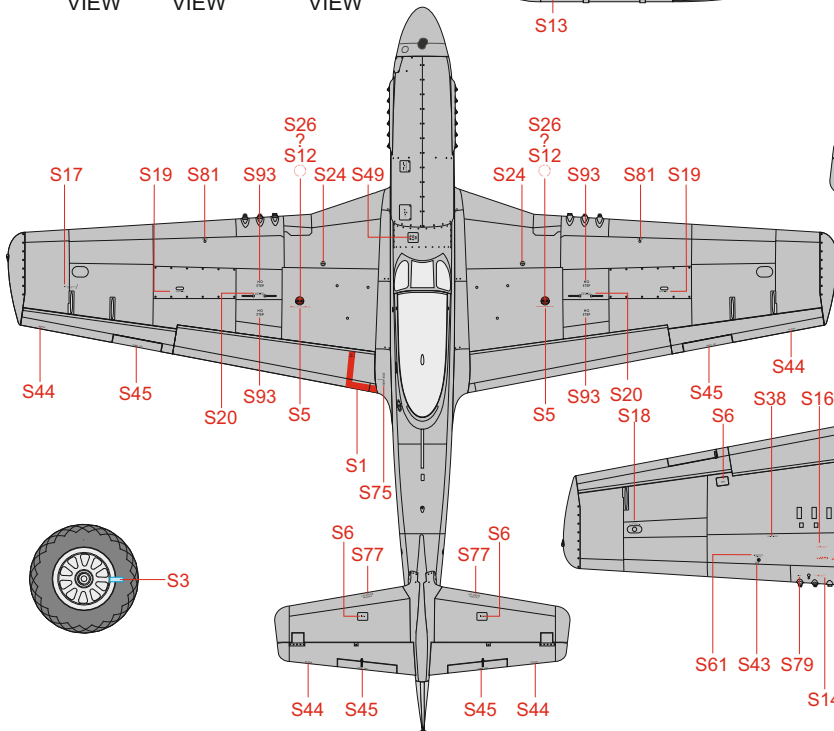
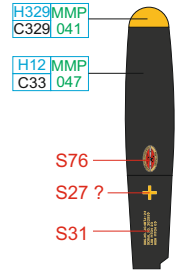
-  NATURAL METAL FINISH
-  ALUMINIUM LACQUER
- * FOR FABRIC COVERED ELEVATORS



G53 G54



Parts No. H27, H28



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